

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

It is a Dangerous Thing
to neglect your eyes. When
the expert fitting of
modern glasses
WILL BRING YOUR SIGHT TO NORMAL.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,878 號八十七百三零萬二第 日八初月九年亥癸 HONGKONG, WEDNESDAY, OCTOBER 17TH, 1923. 三拜禮 號七十月十年二十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS

The Best Tonic in the East MILK STOUT

There is no drink in all the East to compare with MILK STOUT. The Flavor is splendid and it is full of nourishment. You can feel it is doing you good. But make sure that you get it. Ask for MILK STOUT and then see that the HOP LEAF is on the bottle. The true MILK STOUT is worth the trouble. It's so nice and so good.

Each Pint contains the energizing carbohydrates of 10 ozs. pure Dairy Milk.

Agents:
CALDBECK, MACGREGOR & COMPANY, LIMITED.
HONGKONG.
Phone, Central 78.

Brewers:
H. & G. Smeets Ltd., Reading, England.
B. M. (1)

SPORTING.

GUNS by W. W. GREENER WEBLEY and SCOTT, and Other Makers—British, French and American.
R.S.A. Air Rifles, and Miniature Rifles, 24 Calibres, Repeating and Automatic.
SPORTING CARTRIDGES of all descriptions.
Agents for W. W. GREENER, LIMITED, BIRMINGHAM.

HONGKONG SPORTING ARMS AND AMMUNITION STORE.
5-8 BEAconsfield ARCADE.

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE.

WEEK DAYS.		
7.00 a.m.	7.10 a.m.	Stop
7.30 " "	7.40 " "	Stop
8.00 " "	8.10 " "	Stop
8.30 " "	8.40 " "	Stop
8.47 " "	8.57 " "	Stop
8.54 " "	9.04 " "	Stop
9.04 " "	9.14 " "	Stop
9.11 " "	9.21 " "	Stop
9.20 " "	9.30 " "	Stop
9.30 a.m. to 11.00 p.m.	every 10 minutes	Stop
11.30 " "	11.40 " "	Stop
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1.30 p.m. to 4.00 p.m.	every 10 minutes	Stop
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SUNDAYS.		
7.00 a.m.	7.10 a.m.	
7.30 a.m. to 9.30 p.m.	every 15 minutes	
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O. B. BEER

PRODUCE OF MANILA



UNEQUALLED IN QUALITY

THE PREMIER BEER

Now on the Market.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

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Tel. Central No 135.

HONGKONG.

1133

DAIRY FARM NEWS,

AND THE BEST YOU'VE HEARD FOR
A LONG TIME.

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A Shipment of

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RED SPRING SALMON,

CHICKEN HALIBUT,

SILVERSIDE SALMON.

Order Early and Insure a Real Treat.

Prevention is

better than Cure!

Just now Sickness is rife.
Influenza, Cold and Fever
Germs are Particularly
Virulent.

The Best Germicide is

LOTOL

Spray it Freely

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We shall be pleased to submit
designs for any Special Work.

ARCHITECTS DESIGNS CARRIED OUT IN DETAIL.

FITTINGS FOR EVERY
PURPOSE IN STOCK.

ELECTRICAL DEPT.

The Hongkong Hotel Co., Ltd.



PRESCRIPTIONS

When the Doctor prescribes he
expects the Druggist to fill the
prescription with Pure Drugs. The
quality of our Drugs, Medicines
and Toilet Goods is not surpassed.
Have the Doctor's Prescription
filled here and the result will be
satisfactory.

THE PHARMACY,

100, HAO BURLING (Opp. Mexico House St.)

SCOTTISH LETTER.

THE COURT IN THE HIGHLANDS.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, September 12th.

This is Deeside's week of weeks. First there is Aboyne Gathering, then Braemar Gathering, followed by a number of Society events, but the greatest of these is Braemar. It is the only gathering which Royalty lends making it the outstanding event of the Highland season, and this year it was graced by the presence of the King and Queen. Queen Victoria has left on record her impressions of the gathering as she saw it more than twenty years ago. She was often present in succeeding years, and the precedent she set was continued by the late King Edward. There are sports, events innumerable in the South country, but they are different in essence and in spirit from the Highland games and gatherings, that so delight the stranger who comes in the autumn to these Highland latitudes. The athletic display and the feats of strength and dancing are in quality no whit behind those to be witnessed in the South, but there is an indefinable atmosphere about a Highland gathering which touches the sentimental chords of the Scot, be he Lowland or Gael. The modern Gael yields to no one in his love of athletics, hence the enthusiasm the gatherings engender, and the irresistible appeal they make to the imagination. As they witness the rivals contest in the arena, they cheer their respective champions, who delight each to wear the tartan of his clan, striving for victory in wrestling, caber tossing, racing, and dancing.

The official opening of the gathering is invested with an atmosphere of martial pomp, and there is a direct association with one of the most romantic incidents of the Rising of 1715. The clansmen rallied at a spot not many yards away from where the "Standard on the Braes of Mar" was unfurled more than two hundred years ago, and the gathering pipe was sounding on Lochnagar. The sight of these stalwart kilted sons of the glens stirred the blood, and centuries were bridged for the onlookers who could picture for themselves the original scene a grassy knoll. The Braemar men were mostly ghillies and stalkers on the Royal estate, and looked a fine body of men. They were attired in Royal Stuart tartan kilts and plaids, black jackets and Highland bonnets. The silver spurs on their bonnets were adorned with oak leaves and the Scots thistle. Each man carried a Lochaber axe. The Duff Highlanders, the clansmen of the late Duke of Fife, marched through the village to the rallying point, and with their long pikes glistening in the sunshine they presented an imposing spectacle. Sprigs of holly were worn in their gleugaries. From Invercauld, on the other side of the Dee, came the Farquharson men. Each man carried a drawn claymore and a sprig of broom. The badge of the clan was worn in the bonnet. Some 13,000 visitors were present; they crowded in from all the neighbouring glens; and it is an interesting present day item to mention that near the top of the famous Devil's Elbow, a break-down held up three-and-a-half miles of motor cars.

THE ORIGIN OF THE GATHERING.

Although Braemar Gathering is associated in the popular mind with royalty and the world of fashion, its earlier traditions are of an altogether different character. The Braemar Weight-Friend Society, under whose auspices the first Gathering was held, was formed in 1818. Ten years later it was called the Braemar Highland Society, and the first Braemar Gathering was held in 1829, for the purpose of augmenting the charity funds of the association. Then, as now, prizes were offered for races, putting the stone, throwing the hammer, tossing the caber, and other athletic events. When Queen Victoria came to Deeside in the 'forties her patronage and encouragement increased tremendously the popularity of the games. Deeside was rapidly becoming a fashionable holiday resort, and the Braemar Gathering came to be regarded as the leading social event of the Highland season. During the early years one of the features of the games was the great hill race from Braemar Castle grounds to the top of lofty Craig Choinnich (Kenneth's Craig). That race was inaugurated by Malcolm Canmore 800 years ago to encourage foot-running, and thus enable the Scottish King to secure the speedy interchange of communications between different parts of his kingdom. According to the legend, young Magregor of Ballochbuie won the first race against two of his elder brothers after an unequal start and a desperate finish. He covered the distance, it is said, in three minutes! The modern record is 6½ minutes, held by the famous Deeside athlete, Donald Macdonald. In her "Leaves from the Journal of an Old Life in the Highlands" Queen Victoria, in regard to this race, says: "One of our keepers, like many others, spat blood after running up that steep hill in the short space of time, and has never been so well since. The running up the hill has been consequently discontinued."

A BRAEMAR GATHERING STORY.

An old journalistic friend of mine—now gone to his last long rest—used to recall with zest the occasion on which the late King Edward gave him some kindly assistance with his day's darg. Lord Glenesk—then, I think, Sir Alfred Borthwick—was giving the reporters the names of the party in the Royal Pavilion when the King approached. "So this is the man who gives away all the news," he said smiling. "But, come along, I think I could do that better than Sir Allerton." And he did. He did more. He added a brief, bright, and breezy account of the past week's shooting, which, he assured the pressmen, was worth a place in the papers.

NEW LINERS FOR P. AND O.

Messrs. Barclay, Currie and Co., Whiteinch, have received orders from the Peninsular and Oriental Steam Navigation Company for the construction of two liners, each of 15,000 tons deadweight. Engines of 11,000 i.h.p. will be supplied by the builders.

CAPTIVITY.

At a nursing home, Edinburgh, on the 6th inst. John Noble, 32, Gosford Place, late of the Maritime Customs, China.

FIRST KNIFE OF THE "CUTTY SARK."

The death has taken place at his residence, Macduff House, Auchtermuchty, of Captain George Moodie, in his 85th year. Captain Moodie had the distinction of being the first captain of the famous China tea clipper, *Cutty Sark*, whose notable sailing feats before the days of steam on the ocean brought her captain renown. Born at West Wemyss in 1839, Captain Moodie went to sea when he was 18, and gained his master's certificate in 1861. His first command was the *Zealandia*, a tea clipper belonging to Messrs. John Willis and Son, London. From the *Zealandia* he went to the *Laurelbank*, a vessel of the same class, and became known as an intrepid seaman who could get the greatest possible speed out of these sail-ships. At that time the spirit of rivalry ran high among owners in the China tea trade, and Messrs. Willis determined to have a ship which would beat *Thermopylae*, an Aberdeen vessel, then easily the fastest of the China fleet. Accordingly an order was placed with Messrs. Scott and Linton, Dumbarton, and the *Cutty Sark* came into being. Of this famous vessel Captain Moodie has said: "She was built for me. I superintended the building and the fitting of her, and I never sailed a finer ship. At ten or twelve knots an hour she did not disturb the water at all. Although she was a very sharp ship, just like a yacht, her length of canvas was enormous, and with the patent and hand log I measured her up to 17½ knots. She was the fastest ship of her day, a grand ship, and a ship that will last for ever." In 1872 Captain Moodie left the *Cutty Sark* to enter the service of the State Line, and for a score of years he commanded liners running between Glasgow and New York. In all his 55 years' sailing he only touched ground once—on the quicksand at Sable Island, where in a dense fog the *State of Virginia* was wrecked.

LORD LEVERHULME'S GIFT.

Public opinion has pretty well crystallised as to Lord Leverhulme's gift of something like 683 square miles principally of crofting land, or one million pounds, to the inhabitants of the island of Lewis, and the position may briefly be now summarised as follows. During the five years he has been proprietor of Lewis, the disinterestedness of Lord Leverhulme's motives and the genuineness of his proposals regard for the interests of the islanders have often been questioned. Such cavilling should be finally stifled by the offer he has now made to hand over the whole island to its people as a free gift—the crofts to the tenants in complete ownership, the farms and sporting and fishing rights, together with Stornoway Castle and policies and various industrial enterprises in the burgh, to elected representatives in trust for the community. Whether the offer be accepted or not, to have made it stamps Lord Leverhulme as a man of a great and generous mind. Whoever was chiefly to blame for the failure to materialise of the different ambitious development projects, the circumstances were painful and disappointing enough, in the judgment of most people, to have permitted Lord Leverhulme without censure to cut his losses and cease to interest himself further in the island. Instead, while frankly confessing that he has failed, he is affording to the islanders his critics included, an unparalleled opportunity of making a success of the property in their own way. It is an act which could not have been done by a man without a certain greatness of character, and it places Lord Leverhulme in a unique position among the outstanding figures whom the modern industrial system has produced.

The experiment which acceptance of the offer by the people of Lewis would make possible would be exceptionally interesting. Had the full programme of development outlined five years ago been achieved, there is no doubt the result would have been a considerable advance in the prosperity and standard of comfort of the islanders, though possibly at the cost of the abandonment of some old and cherished customs and habits of life. Tradition was, however, too strong for Lord Leverhulme. His plans failed because in the minds of a considerable percentage of the islanders the innate yearning for land and devotion to a crofting system of doubtful economic value were too powerful to permit of even partial industrialisation. Possibly many Lewismen, failed to understand the real meaning and merit of the development proposals. It is equally true that their author enlightened and far-seeing industrialist though he is, never quite appreciated the point of view which preferred the hardships and uncertainties of the crofter's existence to the steady employment and comparative affluence in a changed environment which industrialisation would have made possible.

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Peach & Pineapple	65 cts.	
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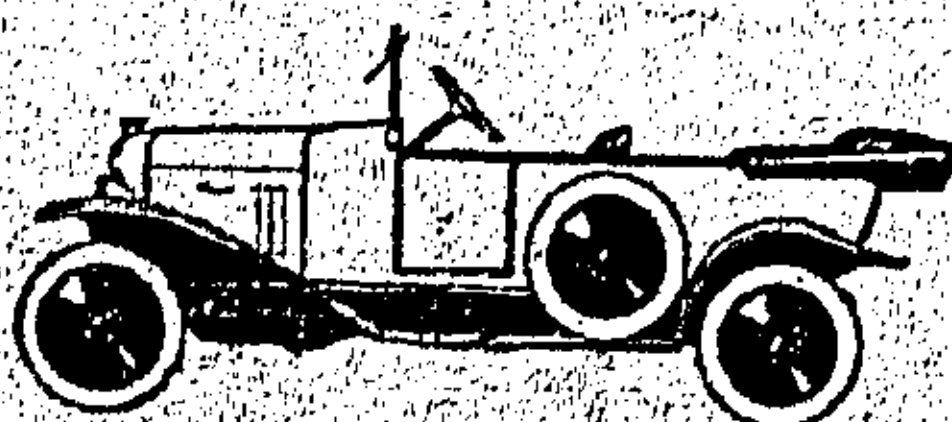
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PROGRESS OF IRAQ

"A PREGNANT PERIOD OF
HISTORY"

SIR PERCY COX'S REPORT.

The report by Sir Percy Cox, the British High Commissioner, on the finances, administration, and condition of Iraq for the period from October 1st, 1920, to March 31st, 1922, has just been issued.

It opens with a survey of the political landscape of the period, which is characterized as, perhaps, the most pregnant in the history of Iraq, beginning with the strife and uncertainty and partial breakdown of the administration instituted during the military occupation, and closing with national government under an Arab constitutional King, chosen by referendum to the people. Though the change has been rapid, it has been, says Sir Percy, effected by orderly development.

Both from economic and from social aspects the population of the Iraq exhibits widely divergent stages of evolution; it comprises different races and creeds, and for the last four hundred years its culture has been alien. Its future prosperity depends on the ability of its leading men to encourage fusion and the capacity of its peoples to see advantage in the abandonment of ancient separatist prejudices, that there may arise out of the strong existing sense of local patriotism and local piety a wider loyalty and a more liberating reverence which will be prepared to subordinate the welfare of the group to the interests of the community as a whole. The growth of national intelligence, deliberately hindered by rulers who saw therein a menace to their own authority, may call for a prolonged exercise of high qualities of sympathy and mutual forbearance, but such foundations alone can assure the permanence of the Iraq Kingdom, of which the beginnings are here recorded.

Sir Percy proceeds to sketch in brief outline the termination of military government and the restoration of order and the work done by the Provisional Government which he established. The question of a ruler was one that called for tact and firmness on the part of the High Commissioner, and the pretensions of Saliyid Talib Pascha, who had toured the country ostensibly in favour of the candidature of the Naib of Baghdad, but really with an eye to his own personal interest, and who had threatened armed resistance were cut short by his deportation to Ceylon to the relief of the population. Meanwhile the movement in favour of the Amir Feisal was growing, and the Amir's arrival at Basra made a decision imperative. The election to the throne had to be settled without delay. On July 11th, 1921, the Council of State passed a resolution declaring the Amir Feisal King, and this choice was fortified by the referendum to the people, who gave 98 per cent. of their votes in favour of the Amir, the dissenting 4 per cent. coming mainly from the Turkish and Kurdish population of Kirkuk. On August 23rd the Amir was proclaimed King of Iraq.

Dealing with the internal administration, Sir Percy Cox records with satisfaction "that the gradual substitution of Arab for British officials has proceeded without causing any dislocation in the administration of the country."

TRIBAL QUESTION

With regard to the tribal question, Sir Percy says: "It must not be forgotten that the primitive structure of Mesopotamian society and the contrasts between urban and rural conditions must for many years to come tax the patience and wisdom of the Central Government. The country is in a state of transition. In some cases the Sheikh is a leader only in name and the Government deals directly with the sectional chiefs; in others, the Sheikh is paramount over a tribe or a confederation, and the sectional leaders come rarely into contact with the executive authority. But as a rule even the paramount Sheikh depends on the backing of the Central Government, without which he is powerless."

A regular police force throughout Iraq was formed in 1921, with headquarters at Baghdad and a Central Finger-Print Bureau. In addition to police duties, the force has been employed in operations of a military nature against the tribes. There was no lunatic asylum, lunatics being confined in gaol.

On the subject of agriculture Sir Percy says: "Iraq undoubtedly holds out immense possibilities for the cultivation of cotton, but it is essential to bear in mind that progress will be slow. No useful purpose would be served by undue optimism. Wherever cotton has been cultivated on ridges the results have been good, whereas there have been nothing but failures reported wherever cotton has been grown on the flat. Flax growing was also beginning to attract the attention of the more enterprising cultivators."

TRAFFIC IN ARMS

During the disturbances of 1920 the traffic in arms was a lucrative one. They were imported from two sources, Syria and Central Arabia. "How far the importation of arms into Iraq has been prompted by outside influences, as distinct from the general law of supply and demand, it has not been possible to determine with any certainty." It is hoped that the measures recently adopted by the French authorities in Syria at the instance of his Majesty's Consul, coupled with a judicious use of the desert police force and of the assistance of friendly tribal chiefs, will reduce the arms traffic from Syria to a minimum for the future.

In a chapter on finance Sir Percy says that it is difficult "to form a correct appreciation of the financial position under review. From the administrative point of view, the great changes in the policy and method of government introduced in October, 1920, profoundly affected financial administration." Figures are given for the receipts and expenditure for 1920-21 which show a deficit of 132 lakhs of rupees (£1,253,323). The revised estimates for 1921-22 show an anticipated deficit of 32 lakhs.

It is understood that a further 248 acres will shortly be added to the land on Box Hill held by the National Trust for the nation.

"SNUBBED OUT OF EUROPE"

MR. LLOYD GEORGE ON GREAT
BRITAIN'S POSITION.

Mr. Lloyd George addressed a crowded gathering of about 3,000 Liberals in the Pavilion at Llandrindod Wells on September 16th. He reviewed the promises made by the Government at the last election, and spoke cynically of these glorious days of "tranquillity." "France kneeling on the prostrate form of Germany and hammering the life out of her, just strangling Greece, with Great Britain not allowed to interfere," Mr. Lloyd George declared bitterly. "They did not say that in 1914, and they did not say that in 1922 either. They were glad to get us in the old days, but now we have done the job they say 'Hands off'." Mr. Lloyd George said the Government spoke of better relations in France. When he (Mr. Lloyd George) parted from M. Poincaré in August of last year they parted as friends; there was no quarrel. "But never since the days of Fachoda," he declared, "has the temper been worse than it is to-day. The hatred, the anger, and the thing I cannot stand—contempt for Great Britain—is being bled out. Never has the prospect been darker and more gloomy. All the telegrams from Geneva, carefully inspired as they are, cannot conceal the fact that we have had a sorry rebuff." We said that this question must be referred to the League of Nations. Sound advice badly tendered, without sufficiently prospecting the ground beforehand. If it failed it was not merely a rebuff to England, it might very well be the death-blow to the League of Nations. The League of Nations could not stand rebuff after rebuff from Great Powers. "I don't like it as a Britisher," said Mr. Lloyd George. "Is the Empire to be snubbed out of Europe? The present policy is being allowed out forcibly amidst the sniggers of the world." (Cheers.)

VOLCANIC ERUPTIONS.

There were volcanic eruptions in more senses than one, and they were largely due to the paralyzing effect of Dischardism. The present condition of the world required courage, resolution, nerve, and pertinacity. The Government could not have that where the body to which they owed their existence was against that policy. The Government satisfied their consciences with blustering despatches; they satisfied their followers by not carrying them out, and the result was the sorry spectacle which the country presented to the world to-day. "In my opinion," he added, "the conservative experiment is bound to fail; it will fail because Dischardism is going to make it impossible for statesmanship to have fair play." (Cheers.)

Mr. Lloyd George declared that where there was conflict in a constituency among Liberals the tendency of their supporters was to move towards Socialism, and that would continue until they healed their differences. Could the country safely hand over its destinies to Socialism? He viewed with alarm the prospect of a crude government of Socialists taking in hand the delicate machinery of commerce and industry in the country. (Cheers.) The Socialists would start with their frothiest orators and end with their men of action, exactly the same as they did in Russia, because they knew their policy would not go, except by confiscating the liberties of the workers. Liberalism stood between two Dictators—the Conservative Dictator and the Socialist Dictator. They must see to it that Liberalism was the only live thing left. (Cheers.)

There was a good deal to be said for our systematic scheme of insurance in Great Britain, said Mr. Lloyd George; it should be a scheme which would cover ill-health, unemployment, old age, orphans, and widows. It must be contributory, the workman, the employer, and the State raising the contributions. He urged that they should take stock of the situation and have a real inquiry into it. He believed the country was capable of maintaining 42,000,000 people, but we had to develop our wasted assets. Mr. Lloyd George mentioned the land problem and the necessity of re-creating rural life. The greatest waste of all was drink; it was a waste of the assets of the nation and a waste of the strength which made these assets. The call of Liberalism was to build up, not to destroy a State based on liberty, duty, sympathy, and brotherhood. (Cheers.)

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Whampoa Docks	\$152 1/2
Hongkong Lands	\$88 1/2
Hampreys Estates	\$22 1/2
Ewo Cottons	Tls. 13.85 1/2
Shanghai Cottons	Tls. 91 1/2
Oriental	Tls. 5.50 1/2
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China Lights	\$14 1/2
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[FROM THE ASIATIC NEWS AGENCY.]

Peking, October 16th.—Regarding the appointment of Admiral Frichot by the French Government to command the French Squadron in the Far East, Rear-Admiral Kan Lien Ao, the Commander of the Yangtze Squadron of the Chinese Navy, has wired to the Government from Wuchang stating that he has been informed that after the arrival of the French Admiral the naval officers of the British, American, French and Japanese Squadrons in Chinese waters will hold a special conference in Shanghai regarding the joint patrol of the Yangtze River by the four Powers. Hence it is necessary for the Government to devise means to safeguard China's interests in case of emergency.

NO RIGHT TO ASSEMBLE.
According to Admiral Kan, whose opinions and views are supported by his superior, Admiral Tuh Hsi Kuei, the Commander-in-Chief of the Chinese Navy, foreign warships have no right to assemble in large numbers in the inland waters of China and move about freely without permission; but he says that owing to the constant political unrest in China and the absence of effective measures for the protection of the foreign shipping, especially between Ichang and Chungking, under the pretext of extra-territorial rights, China can practically say nothing against the Powers if they are resolved to despatch gunboats to accompany the steamers of their respective nationals. Hence, Admiral Kan urges the Central Government to lose no time in devising counter-measures with a view to the effective protection of the foreign shipping in the Upper Yangtze as soon as possible. At the same time, Admiral Tuh, who is now in the capital, is greatly concerned about the rumoured forthcoming naval demonstration of the Powers in Chinese waters, and he threatens to resign his post unless some concrete plans be advanced to meet the situation. Admiral Tuh claims that he can furnish efficient protection to foreign shipping provided his officers and men be regularly paid by the Government.

SEVERE INTERNATIONAL SITUATION.
According to information from Chinese naval circles, in the event of a naval demonstration being actually decided against China, especially in view of China's rejection of the Powers' Linchun demand, the French Admiral Frichot will be nominated Commander-in-Chief of the Allied Warships.

The sudden action of the Paris Government in despatching an Admiral to the Far East has aroused the attention of the Chinese newspapers and the *Ching Pao* has a strong leader cautioning the high authorities and politicians against continuing their inner political strifes in face of the serious international situation confronting China from all directions. The *Ching Pao* says that notwithstanding the rejection of the Powers' Note regarding Linchun by China, unless China re-establishes political reunification and affords due protection to foreign merchants and residents, the day will eventually come when Chinese railways will be placed under foreign control. Resistance will then be useless and superfluous.

THE SMALL-POX EPIDEMIC AT BANGKOK.

FEWER CASES AND DEATHS.

Up to the 22nd September, there had been 533 cases of small-pox registered in Bangkok with 298 deaths. For the week ended the 29th September the number of cases registered showed a decrease with a corresponding lower death rate—the figures being 23 cases registered with 21 deaths.

This brings the total number of cases registered to date to 561 and the total number of deaths to 319.—*Bangkok Times*.

OIL FUEL IN CEYLON. BUNKERING FACILITIES IMPROVED.

In connection with oil bunkering in Colombo harbour, three new jetties have been built, one for the discharge of oil from tank ships and the other two for supplying vessels with oil. Two pumps have recently been installed, one capable of dealing with 127 tons of kerosene oil per hour, and the other with 250 tons of fuel oil. A tank completed recently at Kolonnawa by the Anglo-Persian Oil Company has a capacity of 2,000,000 gallons.

A tanker to be used in bunkering ships with oil in Colombo harbour, has been launched, the ceremony being performed by Lady Manning, the wife of the Governor. This vessel is the third of its kind which has been built at Colombo by Ceylonese labour under the supervision of Messrs. H. J. Hoare and J. M. Dicot, to the order of the Anglo-Persian Oil Company. Of the first two, one launched in October of last year is now serving in Bombay harbour, and the other, launched February, at Colombo. Each of these vessels is 100ft. in length, 24ft. in beam, and 10ft. in mould depth, and is built to carry 300 tons of liquid fuel in six tanks.

THE JAPAN EARTHQUAKE DISASTER.

THE WORK OF RECONSTRUCTION.

BRICKS, STEEL FRAMES AND CONCRETE.

A Civil Engineer writes that all important brick buildings in Tokyo came through the ordeal of earthquake and fire better than any other type of building. The brickwork of the Station buildings along the railway from Ueno to Yokohama inclusive, is standing intact without a crack in any part of the walls. Between the Tokyo Station and the Imperial Hotel there are many three storey brick buildings, some of which have been burnt out and some have not, but the walls of all are standing to-day without a crack in them. I understand that many brick buildings belonging to the Government in other parts of the city are absolutely uninjured, but I have not had an opportunity of examining them.

The steel frame buildings and those of reinforced concrete have by no means come through the ordeal so well, many of them are very seriously cracked, and in the former type the steel work has in some cases been uncovered and had it been exposed to fire the results would have been disastrous.

The results in Yokohama have been the same. The really strongly built structures of brick, the Japanese banks, the Kencho building and Messrs. Butterfield and Swire's building in the former Settlement area, have stood the shock without damage to the brickwork. Unfortunately none of them were made fire-proof, and all have been burnt out.

There were many buildings both of brick and of other materials which fell with the first shock. Many reinforced concrete buildings are to be seen from the railway lines which have literally crumpled up. As in the case of most of the brick buildings which have failed they would have been condemned at once under any ordinary building regulations. That some of the buildings in the former Settlement area at Yokohama should ever have stood at all is little short of miraculous. Had they been in Tokyo the writer is confident that they would have fallen just the same.

Brickwork has the distinct advantage that the materials can be procured in the country and need not be imported from abroad. The main disadvantage is that as buildings increase in height the walls should increase in thickness at the base, so that much space is lost at the lower levels.

As a good deal has been written about the foundation in Tokyo and Yokohama, it may be of interest to state that the writer, who is a civil engineer, has examined large numbers of buildings which have fallen, and has not in any case found the slightest indication of any failure of the foundations. Even in the weakest of the Yokohama buildings, the walls below the ground floor level are not cracked. About that level they were reduced in thickness and their substance cut away to provide large openings, the remaining brick work being overstressed, failed by crushing, and it would have been marvellous if it had not done so.

Another Civil Engineer writes:—Having had a long and varied experience in buildings and structural work generally, I can quite understand the remarks of your correspondent, and with the evidence at hand as a result of the recent earthquake and fire in Tokyo and Yokohama, I can hardly believe that anything but brick buildings should be adopted—or stone building to a certain extent—in the building of Greater Tokyo. Iron steel or reinforced concrete, owing to expansion in fire, is certain to destroy the structures. Can you guard against fire in large buildings?

BURIED GOLD.

A LUCKY EARTHQUAKE VICTIM.

While everybody is depressed by the earthquake there is one very lucky person, who has turned ruin into wealth.

Among those burnt out by the conflagration was a druggist known as Marubachi, a very old and respectable established house that has traded for over a dozen generations in Ginza, Tokyo. From its ancestors the Marubachi family had a sealed testament handed down from generation to generation with instruction that it should be opened only if the house fell into a desolate state. The careful master did not forget to take this pocket when he fled from his burning house, and he thought that it was now time for him to see what were the contents that had remained secret for centuries. He opened it and found a piece of paper bearing merely the words "Dig up such and such a place in the garden." He did so, and to his amazement he discovered as many as three earthen pots full of *koban*—oval-shaped gold coins of the feudal days. The value is computed at several hundred thousand yen.

SALVAGE WORK AT YOKOHAMA.

WEEK'S VOYAGE.

Mr. John Ellis writing in the *Chronicle* says:—

The Norddeutscher Lloyd steamship *Weser*, Capt. Jan Jachens, took on Kobe after her work of relief and salvage in Yokohama. Sailing from this port at 5 p.m. on September 27th, she arrived at Yokohama on the night of the 28th and landed her passengers early on the morning of the 29th.

It was the pleasure of Messrs. H. Ahrens & Co., Kobe agents of the Norddeutscher Lloyd, to extend on behalf of the company to all Yokohama people who still had personal effects or household goods in the stricken city an opportunity to return these and salvage as much as possible. One hundred and fifty-two persons took advantage of this generously accorded opportunity, among whom were thirty-two British, eleven Americans, twenty-three Japanese, twenty Russians, five Chinese, forty-two Germans, and a few each of Swiss, Austrian, Dutch, Portuguese, Swedish, Spanish, Greek, Italian, Hindu, Armenian, Georgian and Afghan, in all nineteen nationalities.

The arrival of the *Weser* at Yokohama was awaited by Mr. Solf, the German Ambassador, who came down from Tokyo, and by Dr. E. Ohrt, German Consul-General at the port. Mr. J. A. Harmsen headed the relief party as representative of the agents of the Norddeutscher Lloyd, and a relief committee of twelve to accompany the ship was delegated by the Kobe Earthquake Relief Committee, as follows: Messrs. F. G. Thomas, S. Reid, Thomas Laffin, H. M. Arab, T. A. Turner, P. J. G. Fey, J. Schretzman, H. Scott, A. Edwards, J. H. Kerr, C. J. Schmitt, and Thomas Yates.

The relief and salvaging arrangements were perfectly systematised and went like clockwork. An hourly service of the ship's launch was maintained for passengers from the early morning to six o'clock in the evening. Honmoku residents were landed directly at Society Beach. Luncheons were provided for all going ashore. Messrs. Helm Bros. have established an improvised office and a receiving station near the old hatoba and they arranged as many trips as were needed for the transportation of goods by their large launch and several lighters.

Soon after the party had landed, bundles, bags and trunks began to arrive from all directions, and the work of salvaging and forwarding went on till midnight on Saturday and was resumed and continued on Sunday until about 4 p.m. Motor-trucks, carts and sampans were pressed into service, and articles of all description, from clothing to household furniture, were brought to the waterfront. Bags and stickers had been provided by the ship for every one who went ashore and in most cases this was all the packing that was in evidence.

Everything was subordinated to speed while the weather remained fine. The space around the hatoba fairly resembled a second-hand goods emporium. The record number of packages brought by any one individual was sixty-four. In all, more than 3,000 packages were received. Messrs. Helm Bros. & Co. issued a receipt for every consignment delivered at the hatoba, and the arrival of each package on board the *Weser* was carefully checked, as well as the landing of these at Kobe. A number of faithful dogs were also taken aboard.

Besides the 132 passengers who went from Kobe, 127 additional refugees of many nationalities, including ten children, were brought away from Yokohama on the return passage. The total return passenger-list of 259, included 44 British, 22 Americans, 23 Russians, 7 Dutch, 113 Japanese, 53 Germans and several each of various other nationalities. All of these passengers were accommodated in the ship's first class and intermediate quarters, augmented by a supply of cots and blankets directly supplied by the United States relief ship the *Somerset* at the request of Mr. M. J. McCarthy. Perfect weather favoured the trip in both directions up to the hour when the ship berthed in Kobe, when a downpour of rain set in which delayed the landing of the salvaged goods, and homeward departure of the *Weser*.

In addition to the ship's own supplies the Kobe General Relief Committee had provisioned her for the voyage, and the excellence of the food and of the service was commented upon on all sides. Three sumptuous meals daily, when 6 o'clock morning coffee, 10 o'clock soup and sandwiches, 5 o'clock tea and cakes and 10 o'clock sausage before turning in compensated for the lean times they may have experienced following the quake. A voluntary collection was taken up in appreciation of the arduous and cheerful work of the stewards and crew, which amounted to about five hundred yen, and the following letter of thanks was drawn up in English, German and Japanese and signed by the 269 adults who enjoyed the hospitality of the ship.

(Continued at foot of next column.)

INDIAN COTTON MILLS.

A GLOOMY OUTLOOK.

A prominent millowner reviews the position of the cotton mill industry in the columns of the *Times of India*. He points out:—The plant of the industry has greatly increased since 1914, there being now 73 lakhs of spindles as against 67 in 1914, and 133,000 looms as against 104,000 during the same period. He says the consumption of cotton has gone up from 31.43 lakhs of bales to 22 lakhs, thus showing a very small rise in the consumption of cotton by mills throughout India. During the year 1922 we produced in the whole of India 69.23 crore lbs. of yarn. Of this amount 36 crore lbs. were consumed in the production of 40.35 crore lbs. of cloth. About 8.10 crore lbs. were exported to foreign countries and about 23.10 crore lbs. were consumed by hand loom weavers.

Dealing with the Far East trade the writer says:—The export of yarn from Bombay to China is falling off year by year. In 1914 we exported 224,388 bales (of 400 lbs. each) to China. In the year 1920 we exported about 1.7 lakhs of bales; in 1921 1.53 lakhs of bales and in 1922 1.19 lakhs of bales. But for the activity of the hand-loom weavers we would have had difficulty in disposing of our surplus yarn production. To-day yarn is spun at a loss and cloth is being manufactured without any profit worth the name. For the year 1921 the profits were 15.39 crores, less 1.40 crores for commission, 1.77 crores for depreciation, salaries, and wages came to 7.82 crores. For the year 1922 the figures show a heavy drop. The profits came to 7.274 crores less commission 85.40 lakhs and depreciation 1.32 crores. In insurance we paid about 31 lakhs for interest on loans, 101 lakhs in dividends we gave 3.46 crores or at the rate of 17.81 per cent. on a total capital of 16.50 crores. Although we earned something like 33 per cent. or, if you deduct income tax at 25 annas per rupee (28 per cent. on capital), I believe the profits for the current year may be anything between one-third and one-fourth of the profits for the year 1922 which will pay for depreciation and agents' remuneration on a lower scale. As for dividends, you may have to draw largely on your reserves.

Stocks of cloth are computed at 11.175 lakhs of bales, that of yarn at 30,000 bales, the value of each bale may be computed at Rs. 500 for cloth and Rs. 300 for yarn. The immediate future is not bright and various causes have contributed to our present deplorable state. It is said that Lancashire is in an equally bad way. That is rather a poor consolation to the local manufacturer. Lancashire is in a bad way because 80 per cent. of her manufactures are sold abroad. The reverse is the case with India. It is said that Lancashire, since the armistice, has lost one hundred million pounds of textile capital, or 150 crores of rupees. I think Bombay alone has lost about 40 crores in the value of mill shares and I believe another 10 to 15 crores must go.

To Captain Jachens, the Officers and Staff of the North German Lloyd s.s. *Weser*. The undersigned refugees of many Nations from the Earthquake stricken districts of Yokohama, Tokyo, etc., sufferers from the Great Earthquake of September 1st, 1923, desire to place on record their high appreciation of the very exemplary treatment accorded them by Captain Jachens, the Officers and Staff of the N.D.L. s.s. *Weser*, and hereby wish to tender their most hearty thanks for all the assistance in saving property and transferring refugees from the stricken area, and the extreme kindness so generously lavished upon them.

The undersigned further wish to offer their sincere thanks of the Norddeutscher Lloyd, Bremen, for as kindly sending the steamer *Weser* to Yokohama for such invaluable relief work. At sea, 1st October, 1923. This letter was presented to Capt. Jachens by a committee of which Mr. Le Pollard of Yokohama expressed feelingly the sentiments of the English speaking passengers and Dr. S. Kondo those of the Japanese. A notably fine spirit pervaded the *Weser* and there was unalloyed good feeling among all on board. Many remarked upon the occasion as a welcome return of the friendly intercourse and kindness of former days and as a happy augury for the future.

AMENITIES OF THE VOYAGE.
Another correspondent writes:—Even the greatest catastrophe may have some good result. Already during the first few days of September—those and never-to-be-forgotten days—we foreigners of all nationalities for the first time since the war, felt as one large family, sympathising with each other, helping each other wherever we could. The horrible antagonism between Germans and Allied peoples suddenly disappeared and we were only human beings. How and to think that such a calamity was needed to remind us of the fact that humanity comes first and nationality after!

The German mail steamer *Weser* of the Norddeutscher Lloyd was put at the disposal of former Yokohama and Tokyo residents who had lost their homes but might still be able to save some of their possessions. The offer was free of charge and regardless of nationality. There was German, still being crushed down and trampled upon, yet extending a helping hand to his former enemies, and the hand was grasped by refugees of twenty nationalities!

RELIEF WORK IN JAPAN.
HONGKONG COMMITTEE'S
ACTIVITIES.

The Japanese Earthquake Disaster Relief Fund Committee, met at the Hongkong General Chamber of Commerce, yesterday, under the chairmanship of Mr. G. T. Edkins.

FLEETING BASE AT YOKOHAMA.

The Chairman said: You will remember at the last meeting the question arose of replacing the *Namany* which is the present depot ship at Yokohama. Owing to business reasons, that vessel is not available any longer and the consequence was that the Foreign community and the Foreign Board of Trade were in a difficulty. I am very glad to be able to say that, through the initiative of the Hon. Mr. Stephen, and the usual public spirit of the Hongkong and Shanghai Banking Corporation, the Bank has acquired the s.s. *Oriental* and are placing that ship at the disposal of the Foreign Board of Trade in Japan without making any charge so far as the usual charter hire is concerned. I am sure you will be very gratified to hear that a ship of this kind, which will be extremely useful and valuable as a base for relief work and for the re-establishment of business of all kinds, foreign and Japanese, is now available and I think the community has reason to congratulate itself on the Bank being able to place this ship at its disposal. The vessel is to be re-named the *Tai Hwayung* and she will proceed to Japan at the end of the week. One of the reasons for calling her together is to invite your suggestions and co-operation in deciding as to suitable relief stores to be conveyed to Japan by the *Oriental*.

It was agreed that hats for students, requested by the Mayor of Yokohama, be sent by the vessel; also 2,000 blankets already ordered. The Japanese and Chinese members undertook to submit suggestions in the course of the next day or so, and the Committee authorised the provision on the ship of a general equipment of winter comforts suitable for distribution during the coming winter.

Mr. N. L. Watson mentioned the need for books, and it was decided to invite contributions of books which would form the nucleus of a library for the ship. Enquiries are also to be made as to whether a piano and gramophone are available and, if not, to take steps to provide the vessel with these. The Chairman mentioned that some equipment for recreational purposes was being provided. It was also decided to obtain a quantity of footwear, especially strong boots from the Naval Authorities, if available.

Mr. N. S. Brown, who attended by invitation of the Chairman, and who had in hand the fitting out of the *Oriental*, informed the Committee that the expenditure of a considerable sum had been necessary to put her in a good state. She had accommodation for 150 passengers and was being fitted to accommodate 50 people, one in each cabin. He thought that when members of the Committee inspected the vessel they would be pleased with her condition.

The Chairman added that the accommodation in addition to that provided for 50 people, the Kobe Foreign Board of Trade would be able to develop as required when the vessel was in Yokohama. She would be commanded by Capt. Weston, who was formerly Commander of the Orient liner *Ormond*, a fourteen thousand-ton vessel, and she would probably be in Japan for six months.

The Committee decided that a grant towards this project might fittingly be made by the Relief Committee, but left the question of the exact amount for further consideration.

GRANT TO KOBE RELIEF COMMITTEE.

The Chairman mentioned the request of the Foreign Relief Committee of Kobe for a substantial grant from the Hongkong Committee's funds which was reported at the last meeting of the Committee. As promised, Mr. J. McArthur wrote giving details of this request and enclosed the following letter:—

EARTHQUAKE RELIEF COMMITTEE.

2nd October 1923.

J. McARTHUR, Esq.,
Chairman, Hongkong Relief Committee,
c/o The Hongkong and Shanghai
Banking Corporation, Kobe.

DEAR SIR, The Earthquake Relief Committee desire to express their thanks for the assistance which has been offered to us by the Hongkong Relief Committee. We request you to convey our appreciation to the Hongkong Committee.

From the copies of the various telegrams which you have so kindly placed before us, it is clear that the Hongkong Committee will favourably consider contributing to our Relief fund as soon as they know that the money is required. As I advised on Saturday, September 29th, our unexpended balance on that day was approximately Yen 140,000. This sum is very much below what will be needed to carry on our work to the end.

As you know, the number of European refugees which have been taken care of by this Committee is more than three times the number of the European population in Kobe. In addition to the European Refugees, we have also assisted a large number of Russians, Japanese and Chinese. You can readily appreciate the tremendous amount of work and expense which has been involved in Housing, Feeding and Clothing of these people.

Our Committee has collected here in Kobe over Yen 200,000 and in view of the small size of the community, we cannot expect to obtain any further funds from this source.

The emergency work is now nearly finished and we have entered the second phase of our relief work.

From now on we will need large sums of money to provide heavy winter clothing for destitute Refugees. We will also need large sums of money to assist in providing permanent housing facilities for those who are destitute. Large sums of money will be needed for repatriation work.

The Committee estimate that the total expenditures from now on will be at least Yen 250,000 and possibly more.

In view of Hongkong's offer to contribute funds, we have therefore decided to request the Hongkong Committee to contribute Yen 100,000 to assist in this very necessary Relief Work. Would you be kind enough to convey this request to your Committee in Hongkong and explain the urgent necessity of placing these funds at our disposal.

At first thought it may seem a little premature to request these funds at the present time in view of the amount of our unexpended balance, but you must understand that the Committee cannot proceed with the work which we plan unless we are assured that funds will be available to pay the expense that would be incurred.

We therefore trust that your Hongkong Committee will respond to the appeal of their countrymen with the same generosity with which they have responded to the appeal of the Japanese.

Again expressing the thanks of our committee for the generous support received from Hongkong—I am, Yours truly,

(Sd.) P. DE M. VOSMUNCH,
Secretary,
Earthquake Relief Committee.

Mr. McArthur's letter on this subject contained the following paragraphs:—

"The Earthquake Relief Fund. The most of the money collected has been subscribed by Britishers and Americans, the former probably contributing more than any other. Money and supplies of all kinds have come in from people of all nationalities, including Japanese. Baron Sumitomo contributed Yen 5,000 and other subscriptions bring the total received from Japanese up to about Yen 10,000. The Committee controlling this Fund sent the s.s. *West of Korea* twice to Yokohama as a relief ship, bringing to Kobe refugees of all nationalities including Chinese and Japanese. They have recently sent the s.s. *Wever* as well for the same purpose. I gather that until recently the resources of this particular Fund have been used for the relief of all nationalities. The intention now, I understand, is to use their money and supplies for the relief of Foreigners only, of which there are about 1,500 in Kobe area, most of them destitute. A great many of them are receiving from the Fund a subsistence allowance of Yen 3 per head per diem, and are being supplied with what clothing is available and as it comes along. These people will have to be helped for some time yet until they can help themselves or are shipped to their home countries. The total funds collected so far is about Yen 300,000 and the unexpended balance is about Yen 140,000. The foregoing is a mere sketch of what has been done."

British Subjects Relief Fund. An amount of £25,000 from the Lord Mayor's Fund has been committed out for the relief of British subjects, and I believe about £2,000 more has come from other sources. Trustees have been appointed to administer this Fund. I understand that the intention is to use this Fund not only to pay the passages of Britishers to England or elsewhere and give them something in hand to carry on with after reaching their destination, but also to help British firms and business men with capital wherever they are to resuscitate their businesses in Japan. More money will be needed to carry out these projects and it is likely that the China Association will be asked to help in the matter and even to bring pressure to bear on the Government to contribute."

The Chairman said that the balance in hand of the Hongkong Fund at present was about \$120,000. He thought, before deciding to what extent they were prepared to assist the Kobe Relief Committee they should wait a little and see what eventuated from the arrival of the *Oriental*.

It was decided to acknowledge the letter from the Earthquake Relief Committee, express sympathy with the request and promise early consideration. This concluded the business.

CHINESE RED-CROSS IN
JAPAN.
FINE RECORD OF WORK IN
TOKYO.

The members of the Chinese Red Cross Relief Unit which left Shanghai for Japan on September 8th returned to Shanghai on October 11th. The unit was under the charge of Dr. Wangling New (a graduate of Cambridge University) and consisted of five doctors (Drs. New, M. S. Tong, H. S. Chiao, F. S. Hua and M. S. Lieh), 12 male nurses, four female nurses and three servants.

In an interview with a representative of the *S. C. Daily News*, Dr. Wangling New said that the party was in Tokyo for three weeks. The Chinese Red Cross Unit worked under the Japanese Red Cross Society and was assigned to work in the Red Cross Hospital in Tokyo, which is supervised by Surgeon-General Saito. This Hospital, said Dr. New, usually contained 450 beds, but since the earthquake, this number was increased by 400 beds. The patients treated were mostly burnt or injured—many were both. There were a number of medical cases. The Chinese unit, under Dr. New (who himself is a well-known surgeon) were given full charge of 40 beds.

"We got on well with the Japanese doctors and co-operated in every way," stated Dr. New, "with the result that the work was carried along smoothly in every way. Two days before we left we were entertained by Prince Kanin at his palace, a photograph was taken at a farewell party the night before we left, and on the morning of our departure the whole staff with whom we were connected came to the wharf, in spite of the pouring rain, to see us off."

AUDACIOUS SWINDLE AT
SHANGHAI.

SHIPPING LINE'S CLERK FORGES
CHEQUES FOR TAELS 10,000.

An audacious swindle was recently committed on the Admin Oriental Line Shipping Company, Nanking Road, Shanghai, when a young clerk employed by them up to last May, managed to obtain a cheque book from the International Banking Corporation, and get four forged cheques cashed in the name of the Shipping Company, the total amount thus obtained being 10,000 taels.

The young master-forger, as he undoubtedly is, is named Wang Tingxin and was dismissed from the company's employ on May 3rd. He was well acquainted with general office routine and with the Company's banking methods, and knew the procedure to be gone through to obtain cheque books from the bank. He therefore started his operations on September 1st, by concocting a letter to the International Banking Corporation, asking for a cheque book. Though he failed to use the Company's official paper, he typed the letter so well and in such a business-like way, that a cheque book was given to him. He had forged the signature of Mr. H. T. Krull, the General Agent, and had a stamp of the Company made, so that the letter had all the appearance of a usual request for a cheque book. He then practised on the signature of Mr. C. Newberry, the accountant of the Company, on the day he got the cheque book. He forged the two signatures to a cheque for 1,800 taels, 43 cents. He took a car to the bank, presented the cheque, and received the money; the bank never suspecting forgery. He was so elated with his success that he drew another cheque for Taels 3,400.43, and cashed that the same day. Then, on the 15th, another cheque for Taels 2,900.40 was presented at the bank, and duly cashed. The fourth cheque in the book was then manipulated for the amount of Taels 2,605.10. This too was accepted without suspicion and cashed by the bank.

When the balance sheet from the bank was sent into the Company, this huge forgery was discovered, and Detective Sergeant Henry put in charge of the investigations. The young forger was finally traced to a palatial house he had bought in South Chengtu Road, but when the police arrived the bird had flown. For giving false information to the police, the father of the forger was arrested at his home in Carter Road, and charged at the Mixed Court last week, with being concerned in the conspiracy. He was remanded for trial on \$3,000 shop security, to enable the police time to apprehend the forger. The young forger had put one of his lady friends in charge of the house, and had bought a motor car out of the proceeds of his forgeries. The Court ordered that the car be held by the police pending further proceedings in the case, and that the house, with its elaborate furnishings, be sealed.

An inspection of the cheques showed that not one of the cheques had been wanted, as the whole four runs consecutively and were the first four in the cheque book. The signatures when compared with the genuine ones are so perfect that it is almost impossible to state which of the two was the forgery. The criminal, who is only 21 years of age, is still at large, but the police expect to make an early arrest. *Shanghai Mercury*.

ARMED ROBBERY AT
YAU MATI.

The sum of \$600 was stolen by armed robbers from a grocer's shop in Yau mati on Monday night. The robbers entered the shop in a gang, armed with revolvers, and tied up the shopkeeper and the inmates. The master of the shop was searched and the key of the safe found. It is believed that the robbers had the assistance of some of the shop folks since the door was not tampered with in any way, and must have been left open at the time.

THE HARBOUR RACES.
RESULT OF THE RACE BY
CHINESE.

The Harbour races commenced yesterday evening, when the Chinese event was swum off. A huge crowd gathered on the Praya near the Victoria Recreation Club to see the finish and numbers of people were assembled on the verandahs of the buildings around.

There were eleven starters, and of these nearly all finished. The winner was Leung Sui Man, who did the distance in 34mins. 3secs. He was followed by Yeung Ping Kwai, in 34mins. 3.2secs., and Leung Tit Sang in 34mins. 38secs. The start was from between the railway wharf and the Star Ferry Wharf at Kowloon, and the finish at the Praya, just outside of the V.R.C. The distance is estimated at being rather less than one land mile. The swimmers started off in a cluster, and kept together for one quarter of the way. After that Leung and Yeung got ahead of the rest by about fifteen yards, and kept that distance the whole way, Leung getting in first, as already stated. The most exciting part of the race was the battle between Tong Wong Kwong and Leung Tit Sang for third place. For the last twenty yards these two kept together, Tong drawing slightly ahead when twelve yards from home. Then Leung made a desperate rally and overtook him when they were five yards from home, beating him by a few seconds. The rest were some way behind, and struggled home.

The result was:—
1st.—Leung Sui Man, 34mins. 3secs.
2nd.—Yeung Ping Kwai, 34mins. 3.2secs.
3rd.—Leung Tit Sang, 34mins. 38secs.

Before they entered the water the swimmers were medically examined by Dr. Milne, Commander C. W. Beckwith, who acted as a judge, was kind enough to make arrangements from the Harbour Office for keeping the course clear during the race, and had the assistance of the Navy for the purpose. Mr. A. Van Andel also rendered very valuable assistance in this connection in his own boat, and picked up a number of competitors who failed to stay the course. One man found it necessary to seek safety on a mooring buoy, and was picked up by the V.R.C. dinghy, which transferred him to Mr. Van Andel's boat.

The tides yesterday were favourable, and it was possible to swim an almost straight course. The water was on the "sippy" side.

Mr. R. C. Witchell and the Rev. G. T. Waldegrave acted as starters, and the judges for this event were Commander C. W. Beckwith, Mr. J. Lyon, Mr. A. Van Andel, and Mr. A. Silva Netto. To-morrow will see the ladies' Harbour swim, starting at half past five in the evening. This event is expected to arouse a good deal of interest, and a fair crowd is anticipated on the Praya and at Kowloon. The ladies entered are the Misses C. Smith, M. Groundwater, G. Ramsay, D. Witchell, M. Blundson, and P. Hunt.

A PLEA THAT FAILED.
IGNORANCE OF THE LAW.

That he was taking the arms and ammunition to his own native village of Hok Shan for use against bandits was the plea urged by Mr. Macnamara on behalf of a Chinese charged at the Magistracy yesterday morning before Mr. J. R. Wood with being in illegal possession of ammunition. Mr. Macnamara said he was quite aware that ignorance was no excuse in law, but he felt that in this case leniency might well be extended to the prisoner. He did not know that he was doing anything wrong.

Asked by His Worship whether the ammunition was concealed, Inspector Spear stated that it was found by the police hidden in the false bottom of a trunk. There were 270 rounds of .33 ammunition.

A fine of \$1,000 was imposed.

CRUELTY TO FOWLS.

CRUSHED TO DEATH IN A BASKET.

Three Chinese were charged at the Magistracy yesterday morning with cruelty to several hundreds of fowls. The case was brought by Sgt. O. Earnshaw who stated that he saw, at truck load of fowls packed in crates piled on top of one another, and in charge of the three defendants. The birds were packed very tightly together, one basket which was 2 feet 6 inches across, containing as many as 40 birds. Two of the fowls in this basket had been crushed to death. Furthermore, the pile of crates was so packed that the top ones crushed down on the lower ones, so that the birds in the lower baskets were unable even to raise their heads.

The man who was in charge of the truck load and the owner of the crates were fined \$10 each, and the third man, a coolie only, was discharged with a warning.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]GERMANY'S NEW CURRENCY.
THE RENTENMARK.

BERLIN, October 16th.
Under the dictatorial powers conferred by the Emergency Law, the Government has decided to launch a new currency scheme, largely on the lines cabled on September 10th and 22nd. The new unit of currency, however, will be called the Rentenmark. It will be issued by a new privately-owned bank called the Rentenbank, and backed by gold securities. The Rentenbank will place twelve hundred million Rentenmarks at the disposal of the Government. Paper marks will also be legal tender.

MR. LLOYD GEORGE DECORATED WITH INDIAN WARPAINT
BECOMES HONORARY MEMBER OF THE SIOUX TRIBE.

MINNEAPOLIS, October 15th.
Mr. Lloyd George arrived here and was welcomed by the Governor of Minnesota and other officials. A huge crowd ovated him.

At a speech at a luncheon Mr. Lloyd George reiterated his appeal to the United States to help Europe to make peace, he deplored the future until America did so.

During the luncheon Mr. Lloyd George was, with picturesque ceremony, made an honorary member of the Sioux Tribe of Indians. Chief Braces Eagle decorated him with Indian warpaint, and naming him "Two Eagles." Afterwards Mr. Lloyd George smoked the pipe of peace with the Indians, subsequently leaving for Chicago.

UNEMPLOYMENT IN RUSSIA.
2,500,000 WORKERS IDLE.

LONDON, October 15th.
The Morning Post correspondent states that the latest official Soviet statistics show nearly 2,500,000 unemployed in Russia. The Commissariat of Labour is urging the necessity for the organisation of public works throughout the country.

EARLIER CABLES.
UNEMPLOYMENT AT HOME
AGGRAVATED BY THE POSITION
IN THE RUHR.

LONDON, October 15th.
Sir W. Joynson Hicks, speaking at Hounslow, referring to the question of unemployment said that in addition to the relief work already proceeding, the Cabinet had authorised a further expenditure of fourteen million pounds sterling, making a total of approximately forty millions. A large stock of iron and steel in the Ruhr was waiting to be dumped much below the British manufacturing price, and constituted a menace which it would be stupendously folly for the Government to allow.

LATEST CABLES.
BIG ORDERS FOR THE STEEL
TRADE.

LONDON, October 15th.
Sir W. Joynson Hicks stated that the programme of reconstruction includes one hundred and fifty bridges and the orders, totalling £2,500,000, would be placed with the steel trade almost immediately.

EARLIER CABLES.
IMPERIAL CONFERENCE.
DEFENCE MATTERS TO BE
DISCUSSED IN PRIVATE.

LONDON, October 15th.
The Imperial Conference discussed the question of Imperial defence and then adjourned until Wednesday to deal with naval defence. The proceedings will not be published.

LATEST CABLES.
AMERICAN BASEBALL.
YANKEES DEFEAT GIANTS.

NEW YORK, October 15th.
In the baseball contest the Yankees won the first series, defeating the Giants by 6 runs to 4 in the deciding match. Of the total games Yankees won 4 and the Giants 2.

LATEST CABLES.

THE SITUATION IN
GERMANY.HANOVER COMMUNISTS
ARRESTED.

BERLIN, October 15th.
One hundred Communist leaders have been arrested at Hildesheim, Alfeld, a province of Hanover, for attempting to hold a Congress of Workmen's Council.

BREAD AT 480,000,000 MARKS
PER LOAF.

The sudden jump in the price of a loaf of bread to 480,000,000 from 34,000,000 marks has infuriated the populace of Berlin.

The police dispersed crowds of bread demonstrators in various centres without difficulty, but up to the present they have been unable to deal with the organised bands of young men and women who dash into shops, seize bread and disappear before the arrival of the police.

The police at Leipzig used their batons on the crowds after a number of shops had been looted.

EARLIER CABLES.
"PROLETARIAN CENTURIES"
IN SAXONY.

BERLIN, October 15th.
The Saxon Government has unsuccessfully protested to Berlin against General Mueller's prohibition of the formation of "proletarian centuries." Mueller has incurred further Saxon displeasure by forbidding the Congress of the Saxon and Thuringian Workmen's Councils at Dresden on the 15th instant.

Forwarders roundly condemn the one-sidedness of the state of emergency which it complains is chiefly applied in States where the Government includes Socialists, whereas Bavaria is left off scot free.

President Ebert has renounced half his special allowance in view of "the seriousness of the times."

A semi-official statement, dealing with the non-fulfilment of the expectation that a resumption of work on the railways would follow the cessation of resistance, declares that the continuation of the Franco-Belgian railway regime is not justified and its only aim is the cutting off of Germany politically from the Ruhr.

A Paris message says the German Charge d'Affaires has been instructed to seek another interview with M. Poincaré.

COLUMBIA GRAMAPHONE
CO. FAILS.

NEW YORK, October 15th.
The Federal Court has appointed receivers for the Columbia Gramophone Company. The assets are estimated at nineteen million dollars and the liabilities at twenty-one millions.

DEATH OF FRENCH AVIATOR.

LONDON, October 15th.
At the inquest on the French airman Maneyrol at Lympe, a verdict of death by misadventure was returned. An expert witness attributed the accident to the failure of the main spar of the wing of the machine.

WORLD THEATRE.

"THE LITTLE FRAID LADY."

Appearing in an excellent vehicle and supported by a noteworthy cast, Mae Marsh returns to the public after a long absence, in "The Little Fraid Lady," a Robertson-Cole special production which will begin a run of a four days at the World Theatre to-day (Wednesday). The story of the picture is taken from the popular novel, "The Girl who lived in the Woods," by Marjorie Benton Cooke. In this picture we see the whimsical Mae Marsh barring the entrance of Tully Marshall to her sanctum sanctorum in the wilderness. Just what adventures she encounters along the way is the real point of a most interesting picture. Miss Marsh is supported by a cast of the first water, including Tully Marshall, Kathleen Kirkham, Charles M. Veltch, and other distinguished players.

At present it is as difficult to get curators as housemaids.—*Canon Barrow.*

Germany's capacity to pay is now zero by the wish of the Reich.—*M. Pomcard.*
"If a man does not talk to himself it is because he is not worth talking to.—*Mr. G. A. Chertson.*"

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

THE "USELESS" BATTLESHIP
SINGAPORE NAVAL BASE "A
WICKED SCHEME."

LONDON, October 15th.
Arguing on the assumption that battleships are useless against modern defensive weapons like airships, aeroplanes, mines, torpedoes and submarines, Admiral Sir Percy Scott, addressing the Australian Natives' Association at the Colonial Institute, described the Singapore base as a wicked scheme. He expressed the opinion that the Dominions should not contribute a penny towards it—they should rather spend money on modern defence methods. He advocated keeping a large number of cruisers and destroyers all over the world to guard Dominion trade.

THE LINCHING OUTRAGE.
CHINA'S SECOND, AND MORE SATIS-
FACTORY, REPLY.

PEKING, October 15th.
The Chinese second reply to the Lin-cheng Note agrees to the principle of inclusion of supplementary indemnities, reserving till later the discussion of the nature of these damages and the reasonableness of the amounts. Acting upon the report of the War Ministry the Government will issue a Presidential Mandate relieving Tien Chung-yu of the Tsuchung-shan. He was the fourth official named in the Diplomatic Note. The others have already been punished.

Since the receipt of the Diplomatic Note, the Government has issued instructions to the provincial authorities to redouble their efforts towards bandit suppression.

Regarding the policing and protection of the principal railways, the Government, without committing themselves to the scheme or schemes to be submitted by the Diplomatic Body, fully appreciate the Diplomatic Body's interest in the problem and express readiness to collaborate in the matter.

PRESIDENT'S FIRST RECEPTION.
PEKING, October 15th.

Mr. Yoshizawa, Japanese Minister, did not present his credentials this morning, as his amended credentials had not arrived, but he accompanied the other Minister, who called on President Tiao Kuo this morning.

His Excellency J. Batalha de Freitas (Doyen of the Diplomatic Body), on behalf of his colleagues, congratulated President Tiao Kuo and assured him of the unanimous desire of the Powers to collaborate with him for the prompt establishment of unity, peace, security and order in China.

President Tiao Kuo replied, thanking and assuring them that he would strive for the ends mentioned, and in developing friendly relations with the Powers.

[FROM THE "DAILY BULLETIN."]

CHINESE DIPLOMATS CONGRATULATE THE PRESIDENT.

PEKING, October 15th.
The Chinese Ministers abroad have telegraphed their congratulations to President Tiao Kuo.

VICE-PRESIDENCY.

The Chihli delegates to Mukden have been well received, but Chang Tso Lin has not yet made any definite statement as regards his acceptance of the Vice-Presidency, nor reinstatement in his post of Inspector-General of the Three Eastern Provinces, which the Chihli faction have offered him.

The Chihli faction express optimism as regards the result of the interview with Chang Tso Lin, but nevertheless, they are increasing their troops at Shan-hai-kwan, and another brigade is proceeding to Hsinfengkuo for the suppression of the local brigands.

THE PREMIERSHIP.

PEKING, October 15th.
General Tiao Jui, who arrived here yesterday, is working assiduously for the nomination of Wu Ching Lien for the Premiership, but the opposition of the Chihli militarists, headed by Wu Pei Fu, has not been withdrawn, so it is not expected that the nomination will be accepted.

On the other hand, the nomination has not been approved by Wu Ching Lien, and it is not likely to be accepted by Parliament, so that a possible deadlock is foreseen.

MISS DARBOCH AND MISS SHARP.

PEKING, October 15th.
It now appears certain that Miss Darboch and Miss Sharp have been rescued, and that they are now on their way to Kailash.

CURIOUS DRINKS.
BEVERAGES USED IN HOT
COUNTRIES.

Every country has its characteristic beverages, some of which are described by Mr. Popenoe in Good Health. One with which travellers around the Mediterranean become familiar is a tea made of the flowers of the linden or lime tree, which can be had in cafes in southern Spain, southern France, Algeria and elsewhere. This very mild beverage furnishes an agreeable way of taking some flavoured but water with sugar and cream, at tea-time. He goes on:—

"Another afternoon-tea substitute is made the so-called Paraguay tea, which can be bought in many groceries in the United States. But neither the flavour nor the after-effects of the beverage appeals to most tastes. In South America a very hot infusion is made and imbibed through a silver pipe. This beverage is probably fully as injurious as ordinary tea."

The Arabs are known as coffee-drinkers, but they have numerous beverages that are less injurious. One of these, which was served to me in eastern Arabia as an afternoon refreshment, was nothing but an infusion of cinnamon considerably sweetened. I found the same thing in a worse form, in the Sahara, where on one bitterly cold morning an individual appeared in the bazaar with what looked like a five-gallon kerosene can, and a few cups. My curiosity led me to gamble a penny on the contents of his can, which he said was "khol-jalen," it proved to be a cinnamon infusion, not only steaming hot but so loaded with red pepper that I was unable to swallow a single mouthful. But many of the Arabs drank it eagerly to warm themselves up it would, indeed, have thawed a snowman.

"Hot-water drinks are more palatable. One of great antiquity in the Orient consists of fresh dates macerated in either water or milk, and allowed to stand overnight. Pliny describes this nearly 1800 years ago, and it was a favourite of the prophet Mahomed, who made its use lawful because it was not alcoholic. It is, however, highly insipid to Occidental tastes. When allowed to stand for a few days in warm weather, especially in the unclean vessel used in its manufacture, it quickly becomes alcoholic. But as no definite time can be designated when it passes from the class of temperate drinks to that of illicit beverages, the unscrupulous Arab lets it stand as long as he pleases, and yet comforts his conscience with the thought that it is a permissible beverage."

In communities that boast ice-cream, sherbets and ice-creams are now-a-days favourites of the Arabs during the summer. In Syria these frozen dainties go under the name of "buzeh," a Turkish word which the English language has borrowed and degraded to "booze."

Some of the drinks made by the Arabs from fresh fruit syrups are excellent, but the advance of civilization is destroying their taste in this regard. In the cities they tend to patronise "soda pop," put up with aniline flavours and colours by some local bottler of unsanitary propensities.

From the sap of the palm, which flows copiously in the spring, the Arabs also derive a beverage which tastes much like the milk of a fresh, green coconut. The latter is a wide-spread and popular drink in the tropics, and an excellent one. It has the advantage of being sanitary, provided the drinker buys a coconut, cuts off the top himself, and drinks from the shell, as is usually done.

Camel's milk is the staple beverage of nomad Arabs. It is said to be slightly intoxicating in large quantities. In the spring when the camels are fresh, the Arab women let the surplus milk go sour, then separate the whey, leaving the curds like cottage cheese or schmiekase. This is then made up in balls and dried in the sun.

CONCRETE-LINED PIPES.
IMPORTANT ADVANCE.

An important advance in the art of making pipes for the conveyance of water under high or low pressure is to be found in the process devised by a British firm for applying a lining of concrete to cast iron pipes. Where plain iron pipes are used, it is necessary to use a larger size than would otherwise be needed, so as to allow for the effect of incrustations in roughening the surface of the pipe and reducing the effective section of the pipe. Anything from 30 to 60 per cent. extra must be allowed in the initial delivery capacity of the pipe, and this naturally increases the cost of the installation to a serious extent. It has been found that a concrete lining practically eliminates the formation of deposits, even from bad water, and in addition the surface of the concrete can be rendered perfectly smooth. The success of the system naturally depends on a dense lining of concrete being applied cheaply yet, with perfect truth and security. This end is attained by a new British machine in which the pipe to be lined is rotated at high speed so that the concrete is driven into place by centrifugal force. A lining from 1 inch to 1 inch in thickness is obtained according to requirements, and pipes of all diameters from 4 inches to 72 inches have been lined successfully. When used in conjunction with special cast iron pipes, which are another development by the same manufacturer, further advantages are secured for the spun pipe is about 25 per cent. lighter than an ordinary cast iron pipe and needs no machining before it is lined with concrete.

Mr. Maurice Henry Hewlett, author of "The Forest Lovers" and many other works, left estate of the gross value of £4,449.

A NOVEL ELECTRIC SIGN.

A short time ago considerable interest was aroused at Home by the appearance of a novel type of sign at the Elephant and Castle, London. To the spectator it appeared as though letters of light travelled from right to left across the face of the sign spelling out a message continuously in the manner of the tape machine.

Since the advent of this sign two others have been erected in London. The latest is the Daily Express "news" bulletin, which is mounted upon the side of one of the buildings surrounding Trafalgar Square, and at the close of the day this flashes out a continuous stream of news items telephoned from the journal's Fleet Street offices. All these signs are the work of the Scintillating Sign Co., who recently afforded a representative of the Electrical Review an opportunity of examining the sign in Trafalgar Square.

The sign itself is about 45 ft. long and 3 ft. in height, and contains about 1,400 lamps in nine rows, each lamp having a consumption of 80 W. The lamps are contained in deep conical reflectors, which completely separate the light of each lamp from that of its neighbours. From these lamps wires of 1-23 gauge are brought to a contact board measuring only about a foot in length and 1 1/2 in. in width; there are thus about 100 of these contacts to the square inch, and each contact is made by an insulated spring plunging the top of which just projects above the face of the board. The contacts are operated by the pressure of metal blocks, upon the faces of which are embossed alphabetical and numerical characters. It will be seen that owing to the closeness of the contacts the pressure of one of these metal characters causes the depression of a number of contacts corresponding to the configuration of the letter or figure transmitting the result to the lamps in the sign connected to the contacts. Extraordinary care had to be exercised in insuring that the positions of the contacts were in the same relationship as the lamps controlled by them. The pressure is maintained by brass top-plates, between which is a slot. The metal blocks are attached in the form of words and numbers to a chain and the latter pulls them over the face to the contact board. A number of pulleys are employed and the chain makes over these the whole system being kept in motion by a 1-h.p. motor. The wires are made up in dry-core cable similar to telephone cables, and where they are brought up to the contacts they are simply insulated with "Empire" tubing. A most striking feature of the installation is the compactness and neatness of the wiring, which at the contact board naturally has to be packed into a very small space. The signs are of the Ind. Fabr. Sign, Ld. Co. and Telegraph Works Co. manufacture, and the wiring was carried out by the Scintillating Sign Co. The Company is erecting another sign in London, and has also received orders from Paris and Gothenburg, among other places.

NEW NAMES ON THE STAGE.

Letty Lind, who has died, was one of five sisters, all of whom gained very considerable popularity on the stage. Lydia Flopp, Fanny Dango, Millie Hyton, and Adelaide Astor were Miss Lind's sisters, and in the eighteen-eighties and nineties the five names were familiar to most playgoers. They were daughters of a Birmingham man named Budge.

The Lupinos—Stanley, Barry, Mark, and Lupino Lane—probably provide the most numerous family contribution among well-known people on the stage to-day. The Lupinos date back to 1780 as acrobats and dancers, and no other instance occurs of four members of any other family who are now so established in the theatre.

As a matter of fact, heredity is rather lacking in acting at present. There are no Irvings playing regularly—H. B. Irving's daughter, Elisabeth, is only seen occasionally; Lady Tree is acting, but Miss Viola Tree is not; and Kemble, Kendal, Bonicault, and Forbes-Robertson are not among the names of any of our young actors and actresses.

Miss Fay Compton, Miss Binnie Hale, Miss Ena Grossmith, Miss Phyllis Neilson-Terry, Mr. Dennis Neilson-Terry, Mr. Godfrey Tearle, Miss Marie Lohr (whose mother was Kate Bishop), and Miss Jose Collins all come of famous theatrical stock; but it is odd that a good many of the younger and most talented players of the day seemingly have no stage strain in them.

Miss Isobel Elsom's father was a professional singer, but Miss Gladys Cooper, Miss Edna Best and Miss Evelyn Laye originally had only their looks to get them on the stage. Miss Meggie Albanesi, too, was not born into a stage family, nor was Miss Athena Seyler.

Among the new generation of actors, Mr. Leslie Faber, Mr. Leslie Henson, Mr. J. H. Roberts, Mr. Hugh Wakefield, Mr. Nicholas Hammer, and Mr. Leslie Banks were, seemingly, the first of their respective families to go on the stage.

It would appear that, contrary to rather common belief, acting is not really hereditary. There are exceptions, of course—brilliant exceptions from time to time—but many of the greatest figures of the stage have had no previous family connection with the theatre.

It may be, of course, that people connected with the stage discourage their children from acting. Mr. Robert H. H. certainly told me that he refused to let a finger to help his daughter Binnie to go to work as an actress.

Whatever the reason, the fact remains that the theatrical families do not flourish particularly just now.

QUITE UNINTENTIONAL.

In the porch of a church not far from London the writer noticed an ancient and very large memorial erected in memory of a distinguished parishioner of many years ago. The words of the memorial are even more fulsome than is usually the case, and they express in terms of the utmost certainty his destination in the realms of bliss. On each side of the memorial, modern fire extinguishers have been hung!

"HEAVE-HO" UNDER THE
WAVES.NATURE'S PRANKS ON THE BED
OF THE OCEAN.

Memories of Jules Verne's thrilling romance of submarine adventure are recalled by a reported discovery by an Eastern Telegraph Company's repair ship on the St. Helena-Cape Town route. Early last month a break was reported in the cable at a spot some 800 miles north of the Cape, and investigation by the repair-ship has shown that, probably due to some vast submarine convulsion, the ocean bed at this point has risen from the depth of three miles to within three-quarters of a mile of the surface. An underwater ship over two miles in height has thus been thrown up. Such amazing features of nature are common, though they are not always brought to notice.

There is the well-known theory that the atoll islands of the Pacific are the result of volcanic upheaval, mountain peaks jutting above the surface of the waters, appearing and disappearing sometimes in a night.

You have to picture the great submarine continents as more or less like the earth's surface as we know it. There are mountain chains linked between great plains, soaring peaks and bottomless abysses.

The average depth of the ocean is given as two and a half miles, but more than half the entire floor is covered by depths of between 2,000 and 3,000 fathoms. In the Pacific lie two astounding gulfs, the "Challenger Deep," which is 5,239 fathoms, and the Swire Deep, 5,248 fathoms.

Mount Everest, the highest mountain in the world, if placed in this area, would, it is computed, be still 3,087 feet below the surface.

From the bottom of the Swire Deep to the top of Mount Everest, according to Professor Murray, could be drawn a vertical line of 61,081 feet, or even 114 miles.

There is continuous stress and strain in the bed of the ocean, a geological expert stated, "and sometimes there occurs a rupture along the lines of weakness, which may cause an uprush of volcanic matter."

Like the earth's crust, the ocean bed is parcelled out into great earth blocks, subjected to constant strain by a variety of causes, earth shrinking being the principal. The continental earth blocks tend to rise, the abyssal earth blocks to subside, the fissures, or great seaquakes, result.

Nature, with a mighty heave, throws up a mountain which may in time figure on the charts as a new island.

"There is not much danger to shipping," the expert continued, "except in cases where volcanic reefs may lie hid just beneath the ocean surface."

Volcanic action of this nature is generally confined to mid-ocean, where the pressure is greatest. It is mid-ocean that the gulfs and abysses exist.

Around the coasts, where the land slopes down to the ocean-bed, you find gradients covered with a blanket of alluvial deposit from the constant wash of waters against the land and the outflow of the rivers; farther out into the central ocean you come to a part of the earth's crust which has probably lain under water for many millions of years.

And beneath it all, ocean-as well as earth, are the great volcanic seas of molten lava, whose burblings forth give rise to such phenomena as that reported recently.

AUTOMATIC TELEPHONES.
THE LARGEST PRIVATE EXCHANGE
IN THE COUNTRY.

The largest automatic private branch telephone exchange in England, that at the new London Country Hall, came into operation on September 8th, when the manual service was transferred to automatic working. The change took place at two o'clock. The new plant comprises equipment for 700 extension telephones, of which 650 will work automatically and fifty manually, and provides for growth up to 900 extensions.

The automatic working, which entirely eliminates the need for manual operators, presents no difficulty to the caller. Fitted to the familiar telephone instrument is a numbered dial covered by a movable plate containing ten holes. To obtain a number the caller inserts a finger in the hole above the first digit of the number required and rotates the plate as far as it will go, repeating the operation for each succeeding digit.

This operation makes the connection and the caller will hear almost simultaneously the tone signal of the bell ringing at the distant end, or the familiar "buzz" of the engaged signal. The action of hanging up the receiver at the close of the call automatically and instantaneously releases the switching apparatus in readiness for the next call.

Calls to and from the public will be made through a manual switchboard connected to the various Country Council telephones. Incoming calls will be made in the usual manner, the caller asking for his own exchange for "Hop 5000," the number allotted to the new exchange.

The death took place in August in a nursing home in Harrow of the popular American novelist, Kate Douglas Wiggin. "Rebecca of Sunnybrook Farm" is probably her best known work.

Among the many attractions which will be provided the visitor to the British Empire Exhibition will be a gallery, complete with headgear, pit ponies, underground railways, and all the most up-to-date paraphernalia of coal mining.

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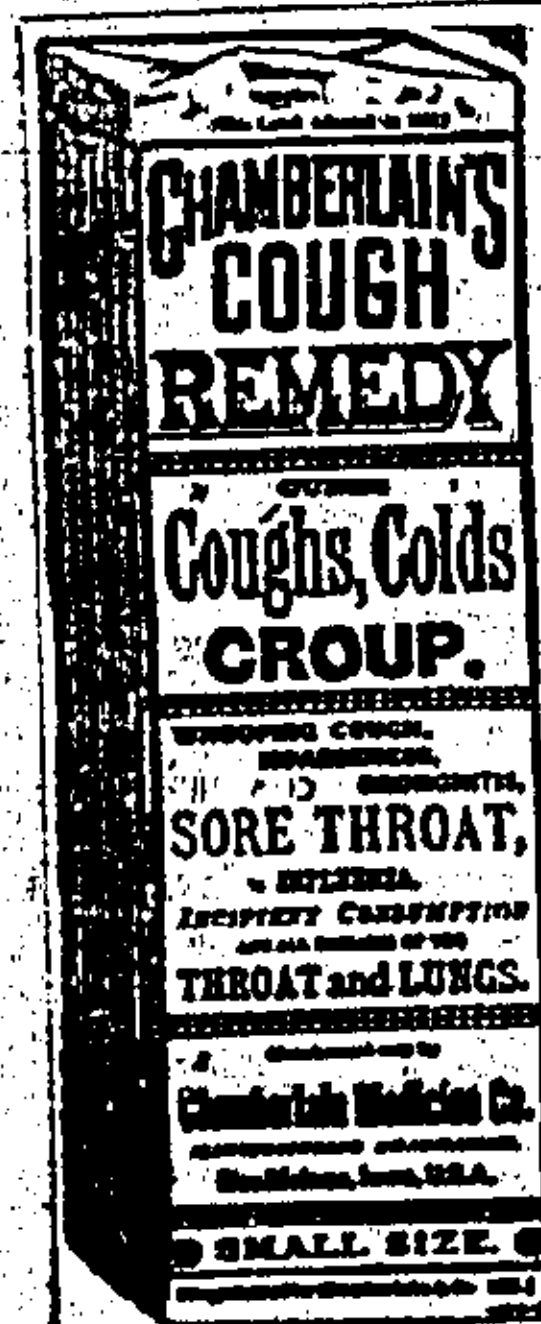
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THE UNSPEAKABLE TERROR AND LOVE: LIMITATIONS OF THE MODERN STAGE.

[BY A CORRESPONDENT IN "THE TIMES."]

The theatre's peculiar powers and limitations, distinct from the power and limitations of continuous prose, are nowhere better illustrated than in the creation of terror. The writer so far apart as Poe and Henry James have this in common—that they approach terror with deliberate delays, drawing you towards it with apparent gentleness. They practice elaborate deceptions so that you may be tempted away from your world to theirs—not, indeed, the little writer's deceptions of side-plot and blind-alley, which serve only to disperse the imaginative atmosphere, but the deceptions of style.

James and Poe and De Quincey, and a hundred others who have, at one time or another, set out to stir the imagination to terror, use continually the device of long suspension, which cannot be used upon the stage. I do not mean "suspense," suspense of plot, for that is an aid to all narrative, whether on the stage or in the library. I mean the suspension of phrase and sentence in continuous prose; the effect, which good prose has sometimes, of being a gigantic wave, still drawing bubbles to itself from the under-suck, still gathering force and weight, still increasing in height and menace, but poised, held in an exquisite and perilous equilibrium by the failure of which thought dares not contemplate. You read, or—dare not—contemplate. They say; but you are breathless, not because you want to know what will happen, but because you do not know. The wave will break. Though you have read the story a dozen times and know every twist of it, the gathering of the wave, the slow darkening of your sky by its bulk, inspires always the same terror. Poe creates it by a balancing of his sentences which is deliberately exact to the point of a lulling monotony; James by a delicate tapping upon the nerve of fear, effective because it is irregular; De Quincey by a with-drawn music, like the music of an immense and remote choir, which gives to the reader a sense of sharing his horror with a throng of invisible spectators. Excitement—the plain desire to know what will happen—can be manufactured by the skilful arrangement of events, but terror, which is a movement of the spirit, originates in style.

"THRILLING" PLAYS.

A failure to realize this is, I think, an explanation of the badness of many plays of which the purpose is to thrill. It is also, by a side-wind, an explanation of the fact that modern dramatists so often fail, as poetic dramatists did not fail, to come to grips with the passion of love. The "thrilling" plays either leave as unworked or produce a physical reaction—a tightening of fingers or a sudden intake of breath—of which the dramatist has no cause to be proud. They cause horror with revulsion, not terror with beauty. Thrilled or not thrilled, we come away from them knowing that they are ugly things; and this not at all because they contain violence or torture or fear, which have been subjects of the greatest plays, but because the physical reaction to them is isolated and is not a part of a spiritual reaction of terror. They have not the language; their failure is a failure of style. Modern plays that touch upon love fail for the same reason to come to grips with it.

Quite clearly the style of a writer of continuous prose, which enables him to create an atmosphere of passion—whether it be love or terror—by the long-drawn cumulative magic of words is not applicable to the modern stage. Dramatists who accept the convention of verisimilitude and design their dialogues to produce the effect of conversation cannot use the absolute music which exists in words independently of their outward meaning. They cannot hush you with a consistent smoothness, or spur you with an irregularity, or awaken and enlighten you with a rhythmic change. Their concentration is capable of expressing many things with a new cogency and vividness, but it has as yet found no substitute for the depth, the suddenness, the concentration of attack which enabled Shakespeare in "Antony and Cleopatra" or Shelley in "The Cenci" to strike directly to spiritual sources. Naturalistic drama, like narrative prose, approaches terror circuitously, but, unlike prose, it has not the music of language to quicken and conceal its approach. It is always self-conscious, asking itself: "Does this sound like Millicent speaking?" And if with Millicent it is a question of passionate love or passionate terror, the answer is always: "No, it doesn't, because in the circumstances Millicent wouldn't speak at all." The treatment is appropriate for many themes, but it stands paralysed before tempestuous emotions.

It is not conceivable that contemporary dialogue, intended to be photographic, should reach on the stage the heights and depths of love and terror. It checks this side of fantasy; it withers under any considerable extravagance. But love and terror are wildly fantastic and wildly extravagant. In life they are, in their supreme moment, inarticulate, for the good reason that ordinary language will not suffice for them. But nothing on the stage can be inarticulate; you must go on talking. It is the first problem of dramatists—solved once by the poetic convention and now for us to solve again. If naturalistic dialogue is ridiculous or inadequate, if you feel that men in top hats and women with cigarettes must not speak verse, you must either shrink the passionate issues or you must discover an alternative idiom.

THE DRAMA IN CHAINS.

There must be an alternative. Until we discover it, the drama goes in chains. Shaw and Ibsen have gone in them; neither has given life, in contemporary prose dialogue, to the highest ecstasies of love and terror, though they have objectively commented upon both.

(Continued at foot of next column.)

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and Ibsen, in work as widely different as "Ghosts" and "The Master Builder," has raised his comment to a creative level. Even in these instances, however, he has not attempted the impact of terror which poetry made possible, preferring rather to freeze the heart than to stab it. His terror is negative and static. It lacks that final impetus of the poetic form which naturalistic dialogue has nowhere been able to supply. There was, it will be said truly, authentic terror in B.U.R., but that play was effective less because it initiated terror than because it reminded its audiences of a topical terror—the terror of civilization—which happened to be already near the surface of their minds. It provided an accidental rather than a general solution to the main problem left us by the decay of poetic drama. There is perhaps a suggestion for its solution in Hassan, though Flecker cast his scent in a remote East. He has, independently of the poetic convention, attempted to set the heights of passion and terror on the stage. His play stands alone, and, so far as may be judged from the written word, points a way of advance. But even he needed the lyric.

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A VISION OF WEMBLEY. HOW THE EMPIRE EXHIBITION GROWS.

[BY SIR JOHN FORSTER FRASER.]

I stood on a high place in the glorious flush of an English September evening and saw the British Empire Exhibition in energetic growth.

It is to be the greatest Exhibition the world has ever seen. Millions of money are being expended on its construction and next year it is expected that twenty million people will pass the turnstiles.

They will see the Exhibition in magnificent completion, its Olympian Stadium, its mighty halls with the wonders of British invention and industrialism; its galleries revealing the far-flung enterprise of brothers in Britain beyond the sea. The romance of India will be theirs for the mere trouble of strolling to it. All that the British Empire means to the world will be revealed. Hands will crash and banners flaunt and hourly thousands of people will wander over many acres fascinated, instructed, entertained.

Because of the things they will see may be they will have no time to think of the task of building the Exhibition. But just as the building of a mighty ship stimulates the imagination more than the completed vessel, just as I remember the delving of the Panama Canal thrilled one much more than when ocean vessels glided from Colon to Panama, so, whatever I see next April at Wembley, I will always marvel over the building of the Exhibition.

A great undulating stretch of green Middlesex a year ago and now, as though some wizard of organisation had been busy, there is daily rising, lean and stark at first and then clad and enobled with architectural beauty, a city which if I could have seen it as a child would have appeared like some captivating tale out of the Arabian Nights.

Some day there will be a poet who will sing the praises of concrete. Thousands of men are busy erecting dignified buildings of colossal span that look like carved squares of granite, concrete, concrete. There are stately pillared arcades, all concrete. Giant pillars give entrance to the hall; concrete again. There is a bridge spanning the waist of a lake and reminding one of the Rialto; concrete of course. The roofing, besides a res of glass, looks like slate, but it is canvas-dipped in concrete. Admire the splendid most-like flag-staffs, thousands of them; but they are all thin rods of iron swathed in concrete.

There is the snort of engines and monster mechanical shovels which are digging up two tons of earth each time to secure a level, and the soil is hastened to a dell which needs filling up. But first the grass plots are carefully sliced off, stacked and in the broad avenue laid again and are flanked by big trees have been lifted and settled in a new locality, whilst trees from other parts of the land have been brought, planted and swathed for the winter ready to bloom and provide brightness next year.

That great structure on the right is where the marvels of British engineering will be revealed. A fortnight ago it was not; now if you are away for a day and then return you are amazed at the progress which has been made. That stretch of country in where Canada will show the world what it can do and on the other side foundations are laid for a huge Australian hall. One knows there is going to be a splendid rivalry between the Dominion and the Commonwealth. There is the New Zealand site. Here is the South African site. That is the site of the Empire, the north, the equator, regions full to display its glories, except one, the Free State of Ireland.

Yonder fairy like minarets, mere skeletons as yet, are reared; but next week they will gleam gloriously white in the sunshine, for they will be real minarets rising above the dome where the loveliness of India will call millions to admiration.

What is that place to be? A sunken handstand, with accommodation for tea thousand listeners on the encircling tiers. Over there? That is where a mammoth amusement pavilion is to be reared. Those buildings? Restaurants. A railway through the Engineering Hall? Oh yes, that is to bring in the mighty machinery, but it will be flooded over and lifted again when the Exhibition closes so the machinery may return to Sheffield or the Clyde.

That reservoir? That is to hold a million gallons of water for emergency. Why should there be such strong foundations on some of the roadways? So that the fire engines if required will have a good running surface. Yes, that concrete basin, spanned by the bridge, will be a great lake on which people will take excursions. Of course special railway lines are laid to facilitate swift arrivals from London. Over there is parking space for five thousand motor-cars. That's where a bank will be, there telegraph and telephone offices. All that is the space allocated to the British Government and inside the great hall proud things are to be shown—still somewhat of a secret.

Wembley-to-day is a triumph of organisation. There is clamour but no confusion. Imaginative as well as shrewd brains have laid the plans—nothing is forgotten—and with almost uncanny celerity the city grows.

There is the strange thing—one can see it actually growing. Last week there was a jumble of broken earth in one quarter, today it is a graceful and tree-guarded sward. A man goes the engine shovels were biting into hillocks. Now a hall which would hold twenty thousand people is up, the roof is being finished and dignified entrance pillars reared.

I stand transfixed looking upon the scene and recalling that last year here were meadows where cows grazed. Next year it will be the centre of the world, for it will be a pan of the British Empire and men of all races and all colours and all faiths who live beneath the Union Jack will come to it and be proud. But I, for one, will often think of the mystery shown this year in turning a vision into a fact.

People want everybody except themselves to be perfect.—Mr. Ben Tillet.

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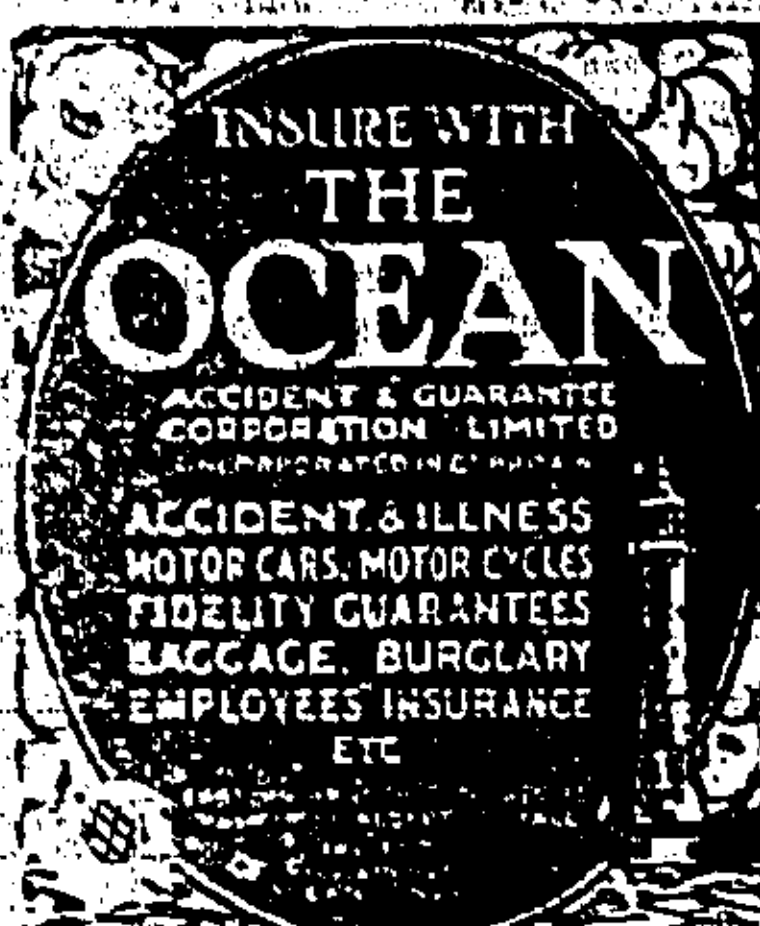
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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 16th.

	Previous Day	On Date	On Date
	at 3 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.04	30.08	30.12
Temperature	71	73	76
Humidity	74	81	72
Wind Direction	ESE	E	E
Force	1	4	2
Weather	od	o	o
Rain	0.69	0.00	0.04

Highest open-air Temperature on 16th ... 72

Lowest open-air Temperature on 16th ... 71

HONGKONG TIDE TABLE

From October 17th to 22nd, 1933.

Days of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	17	h. m.	ft. in.	h. m.	ft. in.
		1 49	8 9	9 57	2 4
Thurs.	18	5 34	5 2	8 53	5 0
		3 31	6 6	11 14	2 4
Fri.	19	6 40	5 4	10 31	5 0
		5 6	6 5	0 15	2 4
Sat.	20	7 18	5 7	0 8	4 6
		6 18	5 9	1 2	2 5
Sun.	21	7 14	5 5	1 10	4 1
		8 10	6 2	1 40	5 5
Mon.	22	8 3	6 5	1 55	2 8
		8 34	6 5	2 11	2 6
Tue.	23	8 48	6 4	2 33	3 1
		8 57	6 8	2 39	2 8

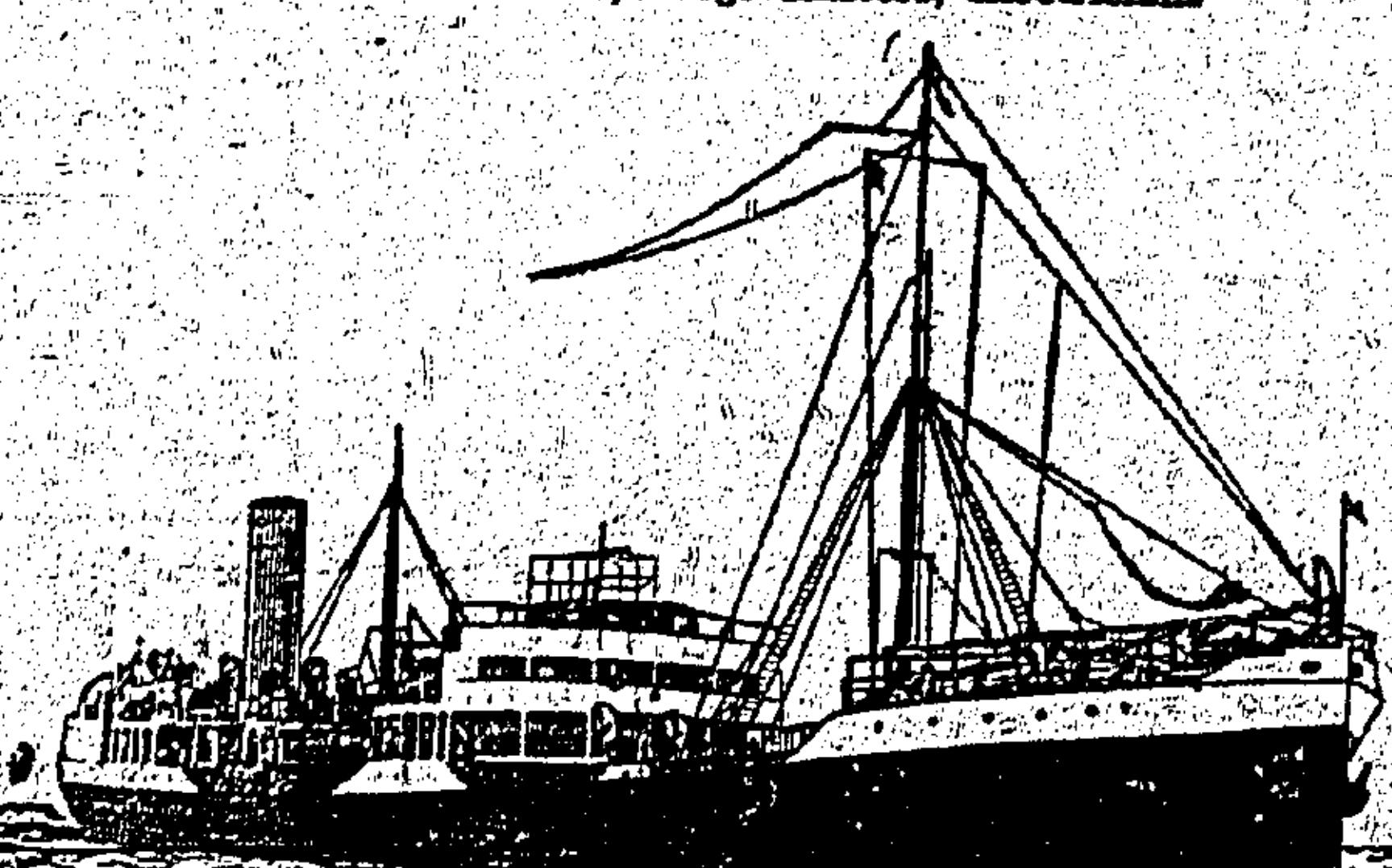
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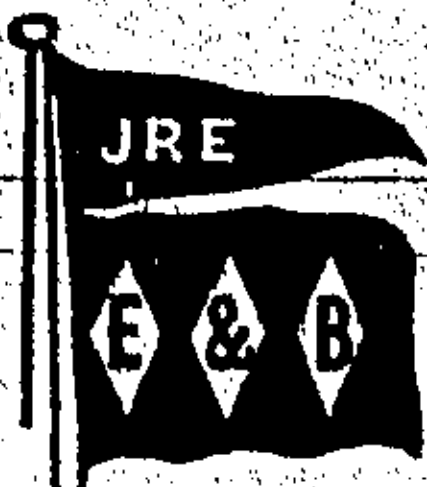
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C. P. "LECOQ" leading for MANILA, ALEXANDRIA, ALGER, ORAN, CASABLANCA, HAVRE, ANTWERP, DUNKIRK, about 15th Oct. Also through B/Lading issued to HELSINKI, REVAL and RIGA. Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

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CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAIRONG	Capt. W. C. Parsons	Friday, 19th Oct., at 12 Noon.
HAIFONG	Capt. Ellis Walker	Tuesday, 23rd Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LARAIE & CO.,

General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14 PEDDER STREET, HONGKONG.

P. & O., British India China Navigation Co.,

Apcar and Eastern & Australian Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

SURAT, JAVA, SUMBA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"BOUDAN"	6,698	17th Oct., Noon.	Spore, Penang, Colombo & B'way.
"KARNATA"	9,068	19th Oct., 4 p.m.	(Singapore, Penang, Colombo, Bombay, Aden, Port Said, Suez, Gib., A'way & London.)
"CALEDONIA"	7,623	2nd Nov.	B'way, Mar., Gib., L'lon & A'way.
"NELLORE"	6,813	8th Nov.	Mar., London & Antwerp.
"SICILIA"	6,813	14th Nov.	Spore, Penang, Colombo & Bombay.
"MALWA"	10,441	16th Nov.	Mar., Gib., London & Antwerp.
"NYANZA"	7,023	24th Nov.	Mar., L'lon, A'way & R'dam.
"KALAN"	9,068	30th Nov.	Marseilles, London & Antwerp.
"BOUDAN"	6,698	13th Dec.	Spore, Penang, Colombo & B'way.
"DEVANHA"	9,068	14th Dec.	Mar., London & Antwerp.
"KARNATA"	11,430	22nd Dec.	B'way, Mar., Gib., L'lon & A'way.

1924.

BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	4th Nov.	Singapore, Penang & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Nov.	Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Dec.	
"ARAFURA"	6,000	5th Jan.	

Frequent connections from Australia with the following—
The Union E.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"CALEDONIA"	7,623	19th Oct., D.L.	Shanghai.
"JAPAN"	6,082	21st Oct.	Amoy, Shanghai & Kobe.
"NYANZA"	7,023	25th Oct.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	2nd Nov.	Shanghai.
"DEVANHA"	8,092	3rd Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	6th Nov.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

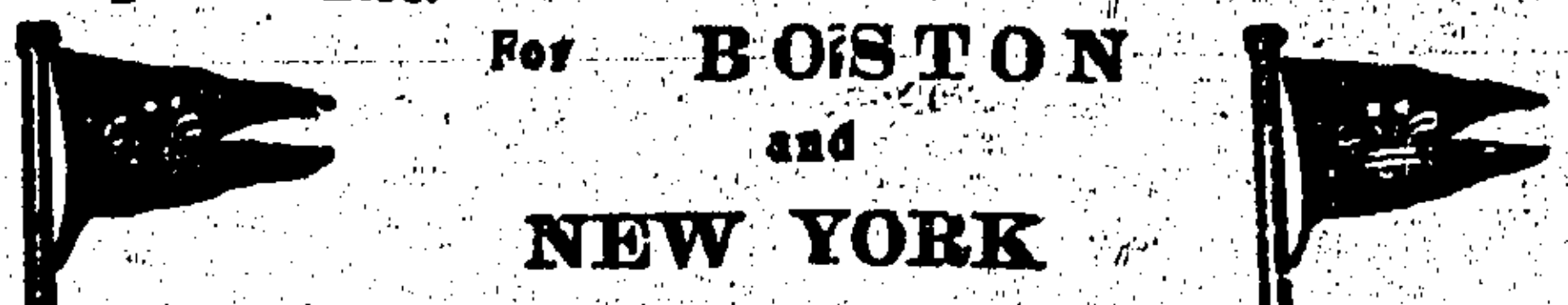
Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by R.E.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information Passage Fares, Freight Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
12, Des Voeux R., Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "SLAVIC PRINCE"	...	on 4th November.
S.S. "EASTERN PRINCE"	...	on 25th November.

For Freight and full particulars apply to—

Telephone: Central 5185

Telegrams (Paraprinco)

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

84, George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

"PARIS MARU" ... Tuesday, 23rd Oct.

"LONDON MARU" ... Saturday, 3rd Nov.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown.

"CANADA MARU" (Call at Montevideo) ... Friday, 2nd Nov.

BOMBAY via Singapore and Colombo.

"HIMALAYA MARU" ... Saturday, 20th Oct.

SAIGON, HANGKOW & SINGAPORE.

"ATTAI MARU" ... Wednesday, 24th Oct.

CALCUTTA via Singapore & Rangoon.

"BUSHO MARU" ... Thursday, 1st Nov.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports.

"MANILA MARU" ... Friday, 19th Oct.

"ALABAMA MARU" ... Wednesday, 21st Nov.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAWANA MARU" ... Beginning of Nov.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.

"AMUR MARU" (Calls at Shanghai) ... Thursday, 25th Oct.

"KORUMARU" ... Sunday, 28th Oct.

KEELUNG via SWATOW & AMOY.

"KAIJO MARU" ... Wed. day, 17th Oct., 8 a.m.

TAKAO via SWATOW & AMOY.

"SOBU MARU" ... Sunday, 21st Oct., 10 a.m.

TAKAO & KEELUNG.

"BATAVIA MARU" ... Thursday, 25th Oct.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA,

K. SHIMA, Manager.

LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
MANILA	"TAMING"	On 17th Oct., 4 p.m.
SWATOW & SHANGHAI	"KANOHOW"	On 18th Oct., 10 a.m.
SHANGHAI & NEWHONGWANG	"HUPH"	On 19th Oct., D.L.
SHANGHAI & NEWHONGWANG	"SOOCROW"	On 20th Oct., D.L.
HOIHOW & BANGKOK	"LINANT"	On 20th Oct., D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 21st Oct., 10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"LIANGCHOW"	On 21st Oct., D.L.
AMOY & SHANGHAI	"SUNNING"	On 22nd Oct., 10 a.m.
NEWHONGWANG	"NINGPO"	On 23rd Oct., D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 23rd Oct., 10 a.m.
MANILA	"TEAN"	On 24th Oct., 4 p.m.
SWATOW & SHANGHAI	"LUOHOW"	On 25th Oct., 10 a.m.
HOIHOW, PASHOT & HAIPHONG	"YUNNAN"	On 25th Oct., 11 a.m.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 25th Oct., 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 27th Oct., D.L.

SHANGHAI LINE.—Excellent Saloon accommodation, with Electric Fans fitted. Regular services four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Saturdays (via Swatow and extending to Pakow, Tientsin) (via Amoy) Tuesdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all European and North China ports. Passengers for Shanghai do not require to tranship at Swatow.

BANGKOK LINE.—Regular weekly services leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 85.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports
"CHANGSHA"	...	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Lights throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo L'ked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents. Telephone Central No. 85.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA"	... sailing on or about 29th Oct.
S.S. "BULTON CASTLE"	... sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "FIUME"	... sailing on or about 2nd Nov.
S.S. "DUCHESSA D'AOSTA"	... sailing on or about 2nd Dec.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "VENEZIA"	... sailing on or about 2nd Nov.
S.S. "FIUME"	... sailing on or about 2nd Dec.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMVOTI"	... sailing from Calcutta on or about 1st Dec.
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Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

This Steamer carries freight only.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents. Telephone Central 1030.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Muras"	... Due Hongkong 25th Oct.
U.S.S.B. "West Coast"	... Leave Hongkong 28th Oct.
U.S.S.B. "West Coast"	... Due Hongkong 6th Nov.
U.S.S.B. "West Coast"	... Leave Hongkong 7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S.B. "West Coast"	... Due Hongkong 20th Oct.
U.S.S.B. "West Coast"	... Leave Hongkong 21st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P. I. PORTS.

U.S.S.B. "West Coast"	... Due Hongkong 31st Oct.
U.S.S.B. "West Coast"	... Leave Hongkong 1st Nov.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINE

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